3M BRAND MICROFILM

START OF ROLL

ROLL NO.
206

CONSTRUCTION CONTRACTS
8894

OREGON DEPARTMENT OF TRANSPORTATION

1979 Halfway Sec. (7 city sts.) 8894
in City of Halfway
(Paving)

CONTINUED

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Pendleton, Oregon

August 31, 1978

FROM: H. N. Van Cleave
Resident Engineer

SUBJECT: Completed Location for Halfway Section

TO: W. E. Schwartz
Regional Engineer

☐ RE ☐ RCE ☐ RME ☐ RSE ☐ RE

SEP 1 1978

RECEIVED
REGION 5 OFFICE

Enclosed find the completed location for the Halfway Section.

Working up the estimate on this project, I find that the consultant's estimate would exceed the funds available to the city. I called Milo Pope today and he stated the city could not accept a bid if the total amount, including P. E. and all other additives, exceeded $89,500.

I have deleted Dawson Street from the project and revised the plans to show this change. I have also called Project Management to advise them that in the event the bids are less than my estimate, I will request a program change to add Dawson Street back into the project.

In my estimate, I have added $.50 per cubic yard on the base rock and $2.50 a ton on AC to the price quoted by Baker Redimix in case the project cannot be completed this year.

Temporary protection and direction of traffic will be handled by the City of Halfway.

HNVC:cld
enc.

cy City of Halfway
Jim Hanley 9-1-78

M-45—30M

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 1 SHEETS

HALFWAY SECTION
7 City Streets
Baker County

E.N. Van Cleave

8/31/78

Construction Estimate

| Street Name | | AC Tons | Base Tons | | | | | |
|---|---|---|---|---|---|---|---|---|
| Bell | | 362 | 47 | | | | | |
| Kellogg | | 211 | 41 | | | | | |
| Claude | | 260 | 41 | | | | | |
| Center | | 220 | 43 | | | | | |
| Commercial | | 178 | 35 | | | | | |
| Gover Lane | | 200 | 35 | | | | | |
| Powell | | 121 | 25 | | | | | |
| | TOTAL | 1,552 tons | 267 CY | | | | | |
| | | | | | | | | |
| Bid Item #1 | Mobilization (10%) | | | | | 6,100.00 | | |
| Bid Item #2 | Class "B" or "C" Asphalt Concrete (@$37.50) | | | | | 58,200.00 | | |
| Bid Item #3 | Aggregate Shoulder Rock (@8.00) | | | | | 2,136.00 | | |
| | | | TOTAL CONTRACT BID ITEMS | | | $66,436.00 | | |
| | | | Additional anticipated items: | | | 400.50 | | |
| | | | Construction Engineering (10%) | | | 6,643.60 | | |
| | | | Contingencies (4½%) | | | 2,989.62 | | |
| | | | Construction Monitoring | | | 500.00 | | |
| | | TOTAL PROJECT CONSTRUCTION COST | | | | $76,969.72 | | |
| | | | FUNDS AVAILABLE | | | | | |
| | | Off System Grant | $75,000.00 | | | | | |
| | | Special City Allotm. | 25,000.00 | | | | | |
| | | | Total | $100,000.00 | | | | |
| | Less 14% of $75,000.00 | | | - 10,500.00 | | | | |
| | Less Preliminary Engineering | | | - 2,400.00 | | | | |
| | Less Authority for Survey | | | - 2,200.00 | | | | |

8894

Date 8-31-78 PROJECT MANAGEMENT OFFICE MEMO

Subject Halfway File No.

Received (call) (visit) from Bud Van Cleve - Pendleton

Address

Made (call) (visit) to Phone 276-8888

Reason for contact and general discussion: Safer Roads off System Job. Would like to extend a job if the bid was favorable. Talked to Jack Sullivan, C. Keasey and Jack Sollis about this. Sollis feels it is ok to negotiate with the contractor to extend the project beyond limits as indicated in bid proposal (Moehring said he would talk to Wimer about this) Told Bud that Dave wished to consider further the Halfway idea of negotiating with contractor after bid 9/5/78

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

HR

8894

C.C. :- D E Swan
Roger Trygstad
C.T. Keasey

2001

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

6-22-78

Attention: Right-of-Way Section

Subject: Federal Aid Project No. S05-0102(1)
Project Name City Streets
Main, 1st, Powell, Dawson, Church, Center, Pine Sts.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Halfway, Oregon, this 22 day of June, 1978

City of Halfway

Certified By:

Harold Brunner
Regional Right-of-Way Supervisor
Date June 26, 1978

Milo J Pope
Mayor

Diana G Lynn
City Recorder

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8894

# OREGON STATE HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

April 3, 1978

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
APR 4 1978
File: PM FA
TAA _____ LG OP

The Honorable Milo Pope
Mayor of Halfway
City Hall
Halfway, Oregon 97834

Dear Milo:

RE: SOS-R Program
Various City Streets

This letter is to confirm my telephone message of March 28, 1978 that the Federal Highway Administration has approved your project for preliminary engineering as of March 21, 1978.

The Authority is for $13,000 and provides funds for field survey, design work, specification writing and all other work necessary to advance the project to contract letting.

At this time, you should identify the contact person to be responsible for the City's interest and to receive, audit, approve and forward all bills due to the City, consultant or your contractor. This is in conformance with "THINGS TO BE DONE BY LOCAL AGENCY", item 2, page 2 of the executed Construction Finance Agreement.

The Liaison Engineer for the Highway Division is Mr. H. N. Van Cleave, 1216 S. E. Byers, Pendleton, Oregon 97801, telephone 276-8888. He will receive all bills from the City for processing and payment. Also, Mr. Van Cleave will be responsible for monitoring of preliminary engineering, design and construction of the project.

Enclosed for your records is a copy of the approved consultant agreement. Correction of item 3, page 7 has been made.

Sincerely,

Roger C. Lang
Region Federal Aid Specialist

RCL/dlm
Enclosure
cc: Jim Hanley w/ copy of agreement
Gerald Wimer
H. N. Van Cleave

8894

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

# Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Halfway
City Hall
Halfway, OR 97834
Attention of Hon. Milo J. Pope, Mayor

Request No. (assigned by staff engineer or head of section) cc 1304
Date 3/31/78
Payer's Order No. (if any)
Highway Div. Order No. (if any) (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** P.E. Advance Deposit $4,615.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | To be retained in the advance deposit | $1,000.00 | |
| | | To be transferred to the State Highway funds for the P.E. for Various City Streets in the City of Halfway. OFF SYSTEM Project SOS-0102(1) | | $3,615.00 |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 4,615.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 301 - 1951 - 295

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved: G. W. Wimer
G. W. Wimer Section Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

Form A-65—3M—4-68

Invoice for Service Rendered or Goods Furnished the
**OREGON STATE HIGHWAY DEPARTMENT**

by
Oregon State Highway Engineer
Oregon State Highway Division

ODOT Building

Salem, Oregon 97310

This Space for Use of Accounting Division

Date 3/31/78

Invoice No.

P. O. No.

Transfer from SCA funds to State Highway Funds for the P.E.
for Various City Streets of the City of Halfway.

$4,615.00

OFF SYSTEM Project
SOS-0102(1)

Harold Wimer

G. W. Wimer

See CC 1804

8894

U.S. DEPARTMENT OF TRANSPORTAT[illegible] - FEDERAL HIGHWAY ADMINISTRATION

3-21-78

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
[illegible]-0102(1) CON

STATE PROJECT NO.
See Below

COUNTY NAME
Baker

PROGRAM STAGE (Check) 1. ☐ 2. ☐

PROGRAM NO.

ITEM NO.
80216

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER |
|---|---|---|
| 3-21-78 | 3-21-78 | Non FederalAid / City streets |

GENERAL LOCATION:
"Various City Streets (Halfway)"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering, Grade and Pave

NOTED
F. B. KLABOE

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
XX PREPARATION : TEC NTE $13,000. F.F.-$8,385
XX OTHER (Specify): Consultant Agreement, Hanley Engineering

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

Swan 3-27

REMARKS
As requested in Mr. Swan's letter of 3-10-78 I approve the Consultant Agreement with Hanley Engineering subject to para A3 of Section VI, page 7, being corrected to reflect correct direct non-salary costs as shown in Exhibit A for construction engineering.
Also, as requested in Mr. Swan's 3-10-78 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $87,000, Federal funds $56,115 in accordance with the provisions of your approved Secondary Road Plan.
If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement required by the Economic Stimulus Appropriations Act of 1977 apply to the construction phase of this project.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 3-21-78 | G. K. Greene | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

C 21-10 Halfway

8894

ROBERT W. STRAUB
GOVERNOR

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 10, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan, Manager
Federal Aid Section

SUBJECT PROJECT DATA SUBMISSION
Item No. 80216
Project No. SOS-0102(1)
Various City Streets (Halfway)
Baker County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1) Approval of the enclosed copies (two) of the consultant engineering agreement with Hanley Engineering covering preliminary and construction engineering on the project and the return of one copy approved for our files.

2) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $13,000 with an obligation of $8,385 in federal funds.

3) Authorization for construction at an estimated total cost of $87,000 with an obligation of $56,115 in federal funds.

CL:lml
Att.

cc: W. E. Schwartz, Region 5
M. Reynoldson
ADV. DEP. N/A. (SCR MATCH)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61) 3-78

FEDERAL-AID PR (PPM 21

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

| | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|
| ADT | 500 | N/A (66) (70) | 98 (71) (72) | 10 | Oregon | 41 (2) (3) | 680 (4) (9) | 80216 (14) (18) |

| CY (68) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (76) | PROJECT NUMBER PREFIX LETTER(S) 14 | NUMBER 23 7 | SEQ. NO. 18 | T. Projects Only POST MI. (24) (26) | DESIG. 27 |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | SOS- | 0102(1) | | | |

COUNTY NAME: Baker — CODE: 001 (14) (16)

PROGRAM STAGE: [ ] 1 OR [ ] 2

ROUTE NO. N — FEDERAL-AID: Non — STATE: City Sts. (32) (36) (37) — U.S. (41)

## ESTIMATED PROJECT COST BY PHASES

| TOTAL ESTIMATED COST (58) (59) (66) | FEDERAL FUNDS (67) (76) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK *(Full description)* |
|---|---|---|---|---|
| 13,000 | 8,385 | --- | 4,615 (City) | Util. adj. incl. prep. work as req. |
| 87,000 | 56,115 | --- | 30,885 (City) | ROW-28' Min; Access Control-none; Parking Restrictions; none. |
| 100,000 | 64,500 | --- | 35,500 | |

(16) (23) (24) (33) REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

Various City Streets (Halfway)
Project No. SOS-0102(1)

Existing Facility:
Roadway - Basically 20 foot oil surface with unimproved shoulders.
Note: The structure mentioned in the project assessment on Main St. has been subsequently replaced by the City with the installation of a 48" x 72" Arch type pipe and a 48" round pipe both 40-feet in length.

NOTE:
1) T
2) In
Sy

Adjacent Sections: Same as the existing facility.

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases including preliminary engineering by utility forces.
2) Grade, drain and high type pave necessary to improve sections of Bill, Pine, Kellogg, Claude, Center, Powell, Commercial, Church, Dawson, 1st and Main Streets to provide a 20-foot travel surface with 4-foot gravel shoulders. Adjustment of utilities as required.

NOTE: Preliminary and construction engineering to be performed by the consultant firm of Hanley Engineering.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements:
State Clearinghouse: Exempt from A-95 review under working agreement.
District 13 Clearinghouse: It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect. Furthermore, it is our opinion that A-95 review is not necessary, as the work involved is such that it will not affect decisions of other public work involved activities of concern to the clearinghouse agencies, as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on October 26, 1977.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

improved shoulders.
assessment on Main St.
the installation of
both 40-feet in length.

NOTE:
1) This project is in Congressional District No. 2.
2) Included in FY '78 Annual Program under Rural Safer Off-System Roads.

the following:
ng preliminary engi-

to improve sections of
l, Commercial, Church,
20-foot travel surface
of utilities as required.
g to be performed by the

nts, Historical and Re-

under working agreement.
on that this is a quasi-
or representative of its
a signed working agree-
on that A-95 review is not
it will not affect decisions
oncern to the clearinghouse
alteration of land use or
gnificant change in planning

concurred in by FHWA on

gon Action Plan.
evelopment of this project.

8841

STATE OF OREGON

INTEROFFICE MEMO

HRN 21-19
41
Halfway

TO: E. S. Hunter
Technical Services Engineer

DATE: February 15, 1978

FROM: Gerald Wimer
Local Government Manager

SUBJECT: Local Government Consultant Agreement
Various City Streets
Safer Off-System Roads
City of Halfway & Hanley Engineering Co.

Presented herewith for your concurrence are two copies of a consultant agreement for a Safer Off-System Roads project in the City of Halfway.

The required pre-award audit and selection procedure evaluation has been conducted.

Please sign both copies of the agreement and return them to the Office of Project Management for processing through FHWA approval. The State is not a part to this agreement so Commission action is not required.

MCH:ljt
Att.

cc: Roger Lang, Region 5

Signed & returned 2-17-78

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
FEB 16 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387

8894

STATE OF OREGON

INTEROFFICE MEMO

TO: G. W. Wimer
Local Government Manager

DATE: February 8, 1978

FROM: Vernon E. Skoog VES
Controller

SUBJECT: Pre-award Evaluation
City of Halfway/Hanley Engineering
Off-system Streets

As requested by you on January 27, 1978, and as required by OMB Circular A-102, we have reviewed the accounting provisions of the referenced Agreement. No changes appear necessary.

The Consultant selection process used by City, however, was not documented. Contingent upon your having such data in your file, we recommend approval of the Agreement.

VES:cw

cc: C.W. Jones

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
FEB 13 1978

TAA [signature] File: PM FA LG OP

81-125-1387

8894

STATE OF OREGON

INTEROFFICE MEMO

Con 2-1-10
L.
Halfway

DATE: November 8, 1977

TO: E. S. Hunter
Technical Services Engineer

FROM: Gerald Wimer
Local Government Programs Engineer

NOTED
E. S. HUNTER

SUBJECT: PROJECT ASSESSMENT
11 Residential Street
Improvements - City of Halfway
Baker County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R//R//Royer
Surfacing Design - Lab Bldg.
Region 5 : Pat Schwartz
District 13: G. A. Starkey
Region 5 Geologist: Vernal Moore
B. L. Gifford

APPROVED
J H Versteeg
E. S. Hunter
Date 11-9-77

81.125.1387

8294

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 26, 1977

In reply refer to: HB.4-OR

SUBJECT: Oregon Project No. SOS-0102(-)
11 Residential Street
Improvements - City of Halfway
Baker County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's September 20, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

for G. L. Green

cc:
ODOT (Potter, Env Sec)
ODOT (Laux, Proj Mgmt & Oper)
OSHD (Reg 4, Fenton)

RECEIVED
STATE HWY ENGR
OCT 31 '77
REFER TO
Info Invc R/D D/R Sign Act Type
FOR

8894

OCH 21-10
Halfway

August 29, 1977

City of Halfway
City Hall
Halfway, OR 97834

Attention: Diane Glynn
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6236

Gentleman:

Attached for your records is a fully executed copy of an agreement covering an Off-System Project on various city streets.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

flm

Att.

cc Don Harwell (agree. att.)

8894

13

Form E-3 (Rev. 5-71)

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Main; Center; 1st; Powell; Dawson; Church; Pine Sts. (Halfway) Date August 25, 19 77

Highway City of Halfway Authorization No. 1

County Baker Region 5 District 13 Survey Prefix 301-1951 (Assigned by Salem office)

Description of termini, route, length, etc.: Various city streets in Halfway

Purpose of survey:

| | | |
|---|---|---|
| Monitor Work (P.E.) performed by Consultant | 901 | $ 2,000 |
| Final Design and Review | 905 | 400 |
| Environmental and Review | 923 | 300 |
| Prepare Plans and Specifications | 921 | 1,000 |
| | | $ 3,700 |

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 3,700

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Request made by:

(F.L.Epley) J.A. Schlieski
Field Engineer

Recommended for Approval:

Dale D. Allen
Regional Engineer
Comal.

Recommended for Approval:

Location Engineer

Approved:

Technical Services Engineer

EP*23604-731

8891

July 8, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Roads Projects

The Office of Management and Budget has released $3,575,000 in federal funds to Oregon for the Safer Off-System Roads Program.

On the Consent Calendar for the July 19 meeting will be twenty eight requests for approval of SOS-R projects. These projects are divided into three groups and are listed as follows:

Portland Urbanized Area

Clackamas County has requested three projects to upgrade the existing road surface and provide adequate drainage on the; (1) River Road-Pacific Highway East Section of Vineyard Road ($82,000), (2) River Road-Pacific Highway East Section of Naef Road ($74,000), (3) River Road-Rose Lane Section of Boardman Avenue ($85,000).

Small Cities

Brownsville's request is for a $100,000 project to provide a 42-foot curbed section on a quarter-mile segment of Washburn Street.

Columbia City is requesting a project to widen and improve two segments of 6th Street, totaling 0.46 miles, estimated to cost $70,000.

A $100,000 project to provide all-weather streets in the down-town area is being requested by the City of Dufur.

Halfway's request is for a $100,000 project to improve segments of eleven streets totaling 1.44 miles.

The City of Harrisburg is requesting a $83,000 project to widen and improve sections of 6th, 8th, Quincy and Smith Streets.

A $100,000 project to widen and improve Serpentine Road, Eugene Street and 4th Street to a two-lane curbed facility is being requested by the City of Hood River.

The City of Molalla is requesting a $76,000 project to widen Cole Street to a 40-foot curbed section.

A $83,000 project to reconstruct a 0.38 mile segment of Commercial Avenue is being requested by the City of Nyssa.

Oakland's request is for a $75,000 project to widen and improve approximately 950 feet of 6th Street.

Prairie City is requesting a $100,000 project to widen portions of 12th, Hall, 6th, Williams and 3rd Streets.

Scappoose's request is for a $75,000 project to widen and improve a section of S.E. 6th Street to the Scappoose High School.

A $100,000 project to widen Gardner Road to a 40-foot curbed section is being requested by the City of Stayton.

The City of Sutherlin's request is for a $42,000 project to widen and improve approximatley 560 feet of N.E. Umatilla Street.

## Counties and Road Districts

Columbia County is requesting a $225,000 project to replace the existing bridge across Clatskanie Slough on Erickson Road.

A $300,000 project to construct a structure across the South Fork of the Coquille River on Gaylord Road is the request from Coos County.

The request from Curry County is for a $258,000 project to widen a 0.87 mile segment of Lower Harbor Road.

Deschutes County's request is for a $450,000 project to provide a two-lane facility on Knott Road and to construct a structure across the Central Oregon Irrigation District Canal.

The Deschutes County Road District is requesting a $75,000 project to place a cinder base on Stellar Road and Solar Drive within the Deschutes River Recreation Homesites.

The request from Harney County is for a $150,000 project to construct a structure across the Silvies River on County Rd. No. 616 north of Burns.

Jackson County's request is for a $140,000 project to construct a concrete structure over Big Butte Creek on Crowfoot Road.

A $250,000 project to widen and improve a 1.35 mile section of Fall Creek Road is being requested by Lincoln County.

The request from Malheur County is for a $151,000 project to construct a structure across Jordan Creek on Jaca Road near Jordan Valley.

Umatilla County is requesting a $100,000 project to construct a structure over Birch Creek on Canyon Road approximately 5 miles south of Pendleton.

A $250,000 project to construct a structure across Five Points Creek on Hilgard Road is the request from Union County.

Federal Safer Off-System Roads funds for these projects are estimated at $2,822,720, with the local entities of government providing approximately $911,280 in match funds.

These projects have been investigated, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments

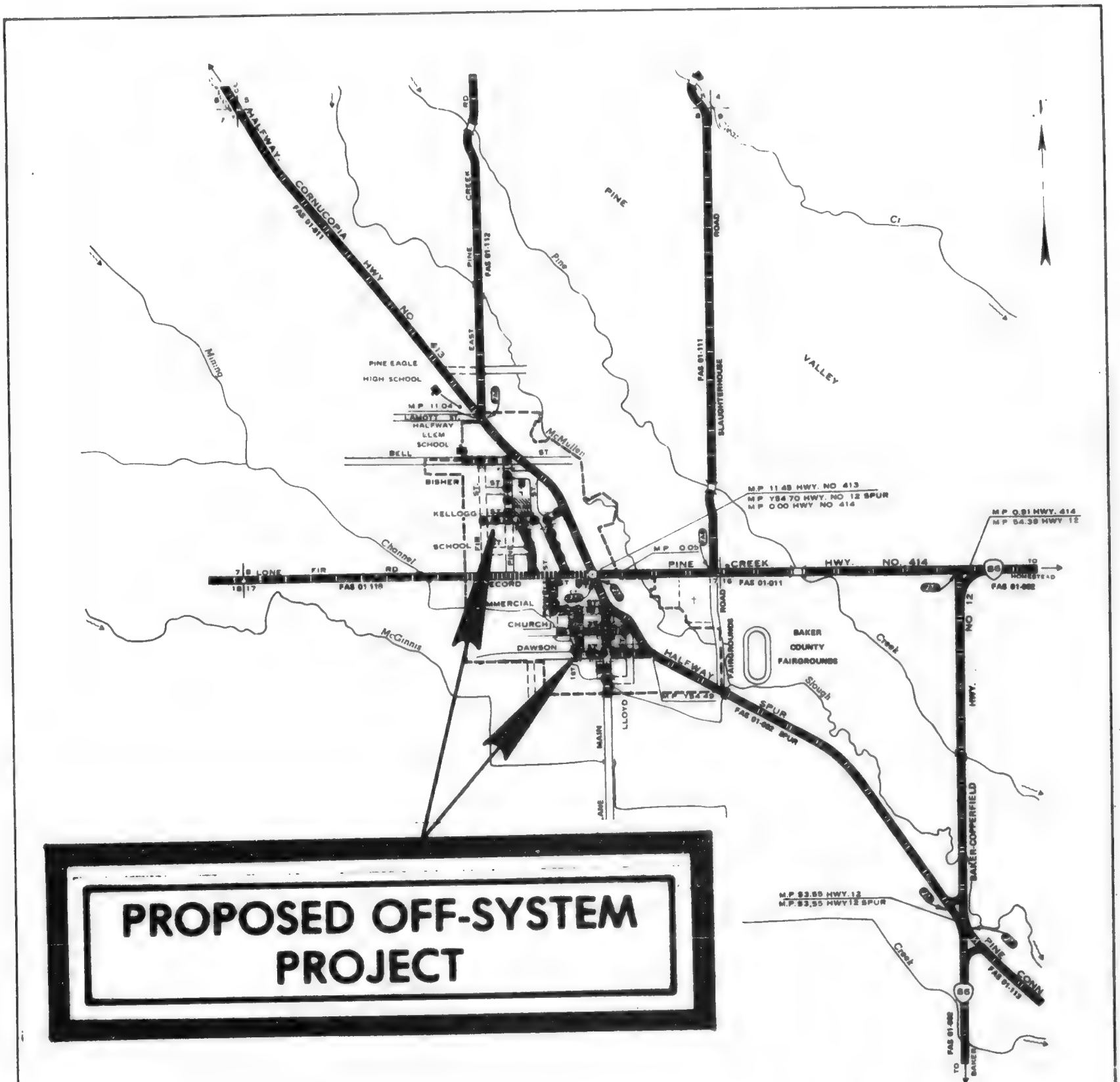
bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
D. H. Moehring
L. E. George
J. H. Versteeg
F. E. Terpin
V. E. Skoog
L. W. Rulien
D. N. Harwell
George Bell
Max Klotz

CITY OF HALFWAY
Proposed SOS-R Project

Various City Streets (Halfway)
Grade and Pave
1.44 miles
$100,000

This project consists of improving sections of Bell, Pine, Kellogg, Claude, Center, Powell, Commercial, Church, Dawson, 1st and Main Streets in the City of Halfway. The project will be constructed in conjunction with a previously approved Special City Allotment project.

City will engage a consultant to perform preliminary and construction engineering.




# PROPOSED OFF-SYSTEM PROJECT

T8S R40E W.M.

## HALFWAY

BAKER COUNTY, OREGON

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN
- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

PREPARED BY THE OREGON STATE HIGHWAY DIVISION IN COOPERATION WITH THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

Population 356

Revised September 1975

8894

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

# OREGON STATE HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

January 4, 1977

The Honorable Milo Pope
Mayor of Halfway
City Hall
Halfway, Oregon 97834

Dear Mayor Pope:

RE: Final Project Assessment
11 Residential Street Improvements
City of Halfway

Under the terms of the project application, the City shall perform and document responsibilities as found in the Oregon Action Plan.

The Federal Highway Administration and the Department of Transportation have concurred with your draft assessment of Category 3 Non-Major Action.

Enclosed is an approved copy of the assessment for your records and use in complying with the Action Plan.

Proposed standards, design, specific details contained in the assessment and deviations from the scope of the project will be subject to review at the appropriate stage of project development.

Sincerely,

Roger C. Lang
Region Federal Aid Specialist

RCL/dlm
Enclosure

cc: ~~Gerald Wimer~~
~~J. A. Schlieski~~ H. N. Van Cleave
Jim Hanley

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JAN 6 1978
File: PM FA
TAA _____ LG OP

Form 81-784-3123

8874

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

# OREGON STATE HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

October 15, 1976

The Honorable Milo Pope
City Hall
Halfway, OR 97834

Dear Mayor Pope:

As you know, Congress has continued the Safer Off-System Roads Program in the 1976 Highway Act; however, an appropriation bill funding the program was not acted on prior to their adjournment.

Congress is not scheduled to reconvene until after January 1, 1977. The Highway Division cannot forward your project application to the Oregon Department of Transportation Commission for their action until Congress appropriates the funds. This delay is unavoidable on our part.

Appropriations of the funds may come at an early date or they could be delayed for some time. This could mean construction of your proposed project would be delayed until 1978.

I remind you than no work should be performed until the project is fully approved by the Federal Highway Administration.

I will keep you advised of any developments.

Sincerely,

Roger C. Lang
Regional Federal Aid Engineer

RCL/dlm

cc: James Hanley
R. H. Prange
Vern Cusack, FHWA

RECEIVED
COUNTY & CITY SECTION
OCT 18 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☑ RPE ☐ CE ☐ RE ☐ RPE ☐

Form 81-734-3122

8894

# CITY OF HALFWAY

HALFWAY, OREGON 97834

RE ☐ RCE ☐ RBE ☐ RME ☐
ROE ☐ OCT 1 1976
RDE ☐ RECEIVED REGIONAL OFFICE

September 30, 1976

Oregon State Highway Division
P.O. Box 850
LaGrande, Oregon 97850

Dear Sir:

To get a proper job done in Halfway it is necessary to determine street center line intersections. Permanent monumentation should be established in conjunction with this project.

In a special meeting September 29, 1976 the Common Council, City of Halfway, with five members present voted unanimously to hire Jim Hanley of Baker as consultant engineer for our street project.

This firm was chosen for two reasons. The above mentioned monumentation and the fact that Mr. Hanley has well over 20 years experience in Baker County and has a good reputation. The Council feels we will get an accurate survey as well as a good street job.

Sincerely,

Milo J. Pope

Milo J. Pope
Mayor

djg

RECEIVED
COUNTY & CITY SECTION
OCT 8 - 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☒ CE ☒ RE ☐ RPE ☐

RESOLUTION

WHEREAS, the City of Halfway, Oregon, has applied for State and Federal funds for street grading and paving and bridge construction; and,

WHEREAS, the City has determined that they do not have the necessary personnel to perform the required work and it is advisable and desirable to engage the professional services and assistance of a consulting engineering firm; and,

WHEREAS, Hanley Engineering, an Oregon company, whose office address is 2043 Main Street, Baker, Oregon, is adequately staffed and suitably equipped to perform the engineering services required in a satisfactory, economical and expeditious manner, now, therefore,

BE IT RESOLVED that the City of Halfway enter into an agreement with Hanley Engineering which shall provide that Hanley Engineering shall do the following work, to-wit:

Preliminary

1. Survey
   (A) Locate street centerlines, monument intersections
   (B) Cross-Sections and levels, street and bridge site
   (C) Investigate subsurface conditions and material for streets and structure
   (D) Topographic details for bridge vicinity map

2. Design
   (A) Prepare plan, profile, cross-section streets
   (B) Compute volumes of base, leveling course, asphaltic concrete
   (C) Bridge Abutments
   (D) Draft final drawings, streets and structures
   (E) Prepare specifications and contract documents

Construction
Provide qualified personnel and perform field and construction engineering during project construction,

for the sum of EIGHT THOUSAND SEVEN HUNDRED FIFTY and NO/100THS DOLLARS ($8,750.00); and,

RESOLUTION

WHEREAS, the City of Halfway, Oregon, has applied for State and Federal funds for street grading and paving and bridge construction; and,

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   (C) Bridge Abutments
   (D) Draft final drawings, streets and structures
   (E) Prepare specifications and contract documents

Construction
Provide qualified personnel and perform field and construction engineering during project construction,

for the sum of EIGHT THOUSAND SEVEN HUNDRED FIFTY and NO/100THS DOLLARS ($8,750.00); and,

BE IT FURTHER RESOLVED that the Mayor and City Recorder be, and they are hereby authorized and directed to enter into a written agreement with Hanley Engineering for the above specified services for the fee as hereinabove set forth.

STATE OF OREGON )
: SS:
County of Baker )

I, Carol Corak, City Recorder of the City of Halfway, Oregon, do hereby certify that the foregoing is a true and correct copy of a Resolution duly passed by the City Council of the City of Halfway, Baker County, Oregon, at a special meeting held on the 6th day of August, 1975.

Carol Corak
City Recorder

9994

Halfway

FORM 61-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

September 24, 1978

FILE:

FROM: R. D. Hector
Region 5 Construction Engineer

TO: R. C. Lang
Region 5 Federal Aid Engineer

L A G R A N D E

SUBJECT: Halfway City Street Project
Prefix 301-1951
City of Halfway
Baker County
SOS-0102(1)

Van Cleave and I met with Milo Pope today and, among other things, we talked about the letting date for the Halfway City Street project. Agreed to delay letting date to March 1979 because;

1. May get a better bid. Contractor won't have to guess inflation.

2. Better weather.

3. May be more bidders with Coats in Baker area.

Will you contact the right people to see that letting is delayed to March 1979.

REFERRED TO

| | | |
|---|---|---|
| Beard | / Stoudenmeyer | Dick |
| Cole | Semple | |
| Eriksen | Watson | |
| Hager | Dorn | Lau |

Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

RDH:sh

cc Van Cleave
Milo Pope
Gerald Wimer
D.O. Christensen

| | | |
|---|---|---|
| 1 Verstoeg | ✓ | Copy Trout |
| 1 Christensen | Don | |
| George | | |
| Olson | | |
| Terpin | | |
| Sullivan | Mel | |
| Scott | | |
| Savage | | |

RECEIVED
SEP 25 1978
ENGINEERING SECTION

Do Not File ☐
Return To
Bring Up / /
Action

For your information, please arrange for bid letting in march of 1979

Roger

9-27-78
Ben Bufford notified

Jim Hanley

8894

Halfway

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

September 1, 1978

FROM: F. L. Epley
Region Engineer Specialist

SUBJECT: Halfway City Streets
Baker County
391-1951

TO: Frank Terpin
Location Engineer

S A L E M

Herewith consultants and Van Cleave's notes concerning Halfway City Street location survey. Also enclosed are mylar detail sheets for the various streets. For the type of work, these plans seem to be complete. The profile is not a concern inasmuch as this is an addition of shoulder material and asphalt concrete paving only.

A copy of Van Cleave's transmittal letter to the Region Engineer is also enclosed as this letter is his narrative for the project.

9-5-78

FLE/vmt
Enc.

8894


**OREGON STATE HIGHWAY DIVISION**

W. E. Schwartz, Regional Engineer
P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177


PROJECT MANAGEMENT | AUG 13 '76 | REFER TO: | FOR: Info, Investigate, R/D, Action, File, Letter, See me

OFF SYSTEM
Halfway


ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer


August 12, 1976

Re: Off-System Roads Program


RECEIVED
COUNTY & CITY SECTION
AUG 16 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☐ RPE ☐


Hon. Milo Pope
City Hall
Halfway, Oregon 97834

Dear Milo:

The recently enacted Federal Aid Highway Act of 1976 has deleted the exclusive rural concept of the Off-System Roads Program. The program is now open to all cities, urban districts in addition to the counties, road districts and Indian reservations.

In order to establish a fair and equitable method of allocating the funds provided by this program the Highway Division met with the Association of Oregon Counties, the League of Oregon Cities and the Federal Highway Administration. As a result of these meetings the following maximum dollar amounts were established:

| | |
|---|---|
| Counties | $250,000 |
| Cities under 50,000 population | 75,000 |
| Road Districts | 75,000 |

Your proposed project was placed in line for funding consideration some time ago. Due to the reduced funding limitations we need to know the following:

1. Do you wish your project considered for funding?

2. Will the amount of $75,000 be adequate to cover the total cost of the project including preliminary and construction engineering?

3. If not, will it be possible to "downscope" the project to meet the maximum dollar amount?

Your early attention and reply to this matter will be appreciated.

Sincerely,

R. C. Lang
Regional Federal Aid Engineer

RCL:je
cc: ~~George Hopkins~~


Form 81-734-3122

8894 5-17-76

HALFWAY CITY STREET SURVEY
(Bell, Claude & Main St.s)
Baker County
Prefix 301 - 1441 - 901

NARRATIVE REPORT OF SURVEY

This survey for paving portions of three streets in Halfway, Oregon was started on May 3, 1976.

Field crew of four men spent one and a half days picking up data to compile estimate of cost.

The work to be done on these streets is for the most part just an overlay. All of streets have existing oil mat surface. Felt that these could be patched and preleveled to bring streets to uniform shape and then overlay with 3 inches of A.C. as per typical section.

On Main Street existing street is surfaced from highway to Dawson Street, a distance of some 560 feet. Since most of the traffic is on this part of Main Street it seemed that street should be patched and overlayed this distance. It is another 540 feet to city limits. This portion of Main Street will need levelling course for base.

There are no unusual problems with this project except for several sewer manholes, water meters and water valves that will have to be adjusted.

There are no existing curbs on any of these streets.

Unit prices for this project based on information obtained from Baker Redi-Mix, Inc. local commercial supplier. For quantities involved it seemed unlikely that it would be possible to get aggregates crushed in Halfway area.

The nearest quarry is at M.P. 47.6 on the Baker - Copperfield Highway. Our designated number is 1R - 4 - 484.

There will be no conflict with any utilities.

SPECIAL PROVISIONS

Halfway (Bell, Claude, Main Streets) Section
City Project
Baker County

Stone Base and Paving

Work To Be Done

The work to be done under this contract consists of the following work:

1. Construction of 2425 feet of street roadway involving approximately 570 tons of stone leveling course; approximately 1210 tons of asphalt concrete pavement.

2. Performance of such additional and incidental work as is called by the specifications and plans.

Applicable Standard Specifications

Edition of 1974 " Standard Specifications for Highway Construction" and Supplemental specifications.

Section 104 - Scope of Work

104.05 Maintenance of Traffic Through Work:
The contractor should have only one street a time under construction with any one phase of the work. He should maintain the streets so that the local traffic may use them egress and engress from the individula residences. The through traffic should be detoured around the projects.

Section 106 - Control of Materials

Standard specifications pertaining to materials purchased from a commercial source in Baker as the quantities are not large enough to setup a plant.

Section 111 - Temporary Protective and Directional Measures for Traffic

Standard specifications

Section 222 - Finishing Roadbed and Slopes

Standard specifications

5-17-76

Section 233 - Watering

Standard specifications

Section 304 - Aggregate Base

Standard specifications pertaining to 3/4"-0" leveling course material

Section 403 - Asphalt Concrete Pavement

Standard specifications pertaining to the laying of the asphalt concrete pavement and the asphalt concrete used for the leveling of the existing surface. The price bid for this listed item will include the asphalt cement in the mix.

Section 407 - Asphalt Tack Coat

Standard specifications

Section 628 - Adjustment of Incidental Structures

Standard specifications pertaining to the ajustment of " manholes; water valves; water meters ".

5/17/76

HALFWAY

MAIN ST. BELL ST. CLAUDE

PREFIX 301 - 1441 - 901

| ITEMS | | UNIT | UNIT COST | AMOUNT | COST |
|---|---|---|---|---|---|
| TEMPORARY PROTECTION & DIRECTION OF TRAFFIC | | LUMP SUM | $1000.00 | | $1000.00 |
| TEMPORARY SIGNING | | SQ. FT. | 9.50 | 118.0 | 1121.00 |
| TEMPORARY BARRICADES | 8' TYPE 1 | EA. | 86.00 | 12 | 1032.00 |
| FLAGGING | | HR. | 15.00 | 320 | 4800.00 |
| FINISHING ROADBED & SLOPES | | LUMP SUM | 500.00 | | 500.00 |
| STONE LEVELING COURSE | | TON | 7.50 | 570 | 4275.00 |
| WATERING | | M-GAL. | 5.00 | 20 | 100.00 |
| TACK COAT | | TON | 100.00 | 1.1 | 110.00 |
| ASPHALT MIX | | TON | 20.00 | 1100 | 22000.00 |
| PRE - LEVEL | | TON | 20.00 | 110 | 2200.00 |
| ADJUST MANHOLES | | EA. | 200.00 | 4 | 800.00 |
| ADJUST WATER VALVES | | EA. | 100.00 | 3 | 300.00 |
| ADJUST WATER METER | | EA. | 100.00 | 1 | 100.00 |
| SUBTOTAL | | | | | 38,338.00 |
| ENGINEERING & CONTINGENCIES | 38,338.00 @ 20% | | | | 7,668.00 |
| TOTAL | | | | | 46,006.00 |

8894

SCA/OSR
Halfway

# CITY OF HALFWAY

HALFWAY, OREGON 97834

May 10, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: Fred Hildebrant

Dear Mr. Hildebrant:

As you perhaps know, $25,000.00 will not do the job that should be done on the streets in Halfway.

During the past few years we have installed both sewer and water systems and as a result have neglected the streets.

We are not in a position to match any federal funds in the forseeable future. For these reasons we ask you for an extension of time on this grant in hopes that Federal Off Highway Funds will again be available and that we may receive some of it.

Sincerely,

Milo J. Pope
Mayor Milo J. Pope

MJP/cc
cc

Fred Dunn PE

RECEIVED
COUNTY & CITY SECTION
MAY 11 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

8894

January 19, 1976

City of Halfway
City Hall
Halfway, OR 97834

Attn: Mrs. Chuck Corak
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 5548

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the improvement of Bell, Claude and Main Streets.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

'76 acc - Halfway

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

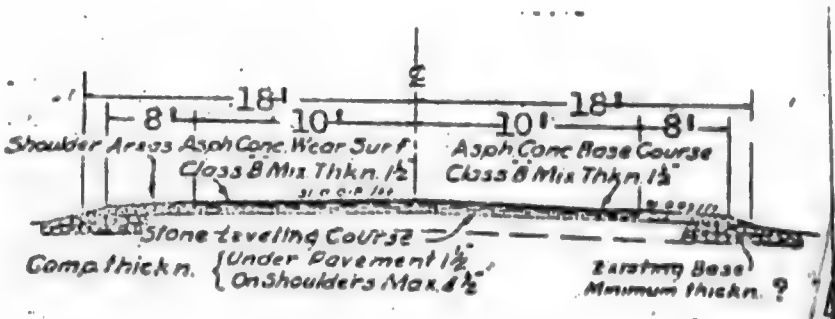
# AUTHORITY FOR SURVEY

Section HALFWAY (Bell,-Claude & Main Streets) Date January 12, 19 76

Highway City Streets Authorization No. 1

County Baker Region 5 Survey Prefix 301-1441
(Assigned by Salem office)

Description of termini, route, length, etc.: Bell St., 760 ft; Claude St., 570 ft; Main Str., 950 ft.




TYPICAL SECTION

RECEIVED
COUNTY & CITY SECTION
JAN 21 1976
ENGR. COOR. OE AE UE
UPE CE RE RPE

Purpose of survey: Grade, surface and pave city streets; prepare plans, specifications and estimate for the upgrading of streets.

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 2,000 |
| Plans | 905 | 500 |
| Soils | 910 | 800 |
| Utilities | 914 | 200 |
| Proj. Mgt | 920 | 50 |
| Specifications | 921 | 250 |
| Environmental | 923 | 200 |

**INSTRUCTIONS**

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 3,000

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Requests made by:

R.C.Lang
Field Engineer

Recommended for Approval:

Herman E. Sommers
Regional Engineer

Recommended for Approval:

Walter D. Wolfe
Location Engineer

Approved:

E.J. Hunter
Assistant State Highway Engineer

SP 23604-731

September 24, 1975

Honorable Milo Pope
Mayor
City of Halfway
City Hall
Halfway, Oregon 97834

Dear Mayor Pope:

Your proposed project on Bell, Claude and Main Streets was submitted and approved by the Transportation Commission for construction in 1976 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $29,100, with the State contributing $25,000.

Very truly yours,

D. N. Harwell
County-City Engineer

FPH:scr

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ LE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

7-15-55

Halfway - Bell St.

Broken surface formerly paved. Hurts School Property - School Bus's use this street.

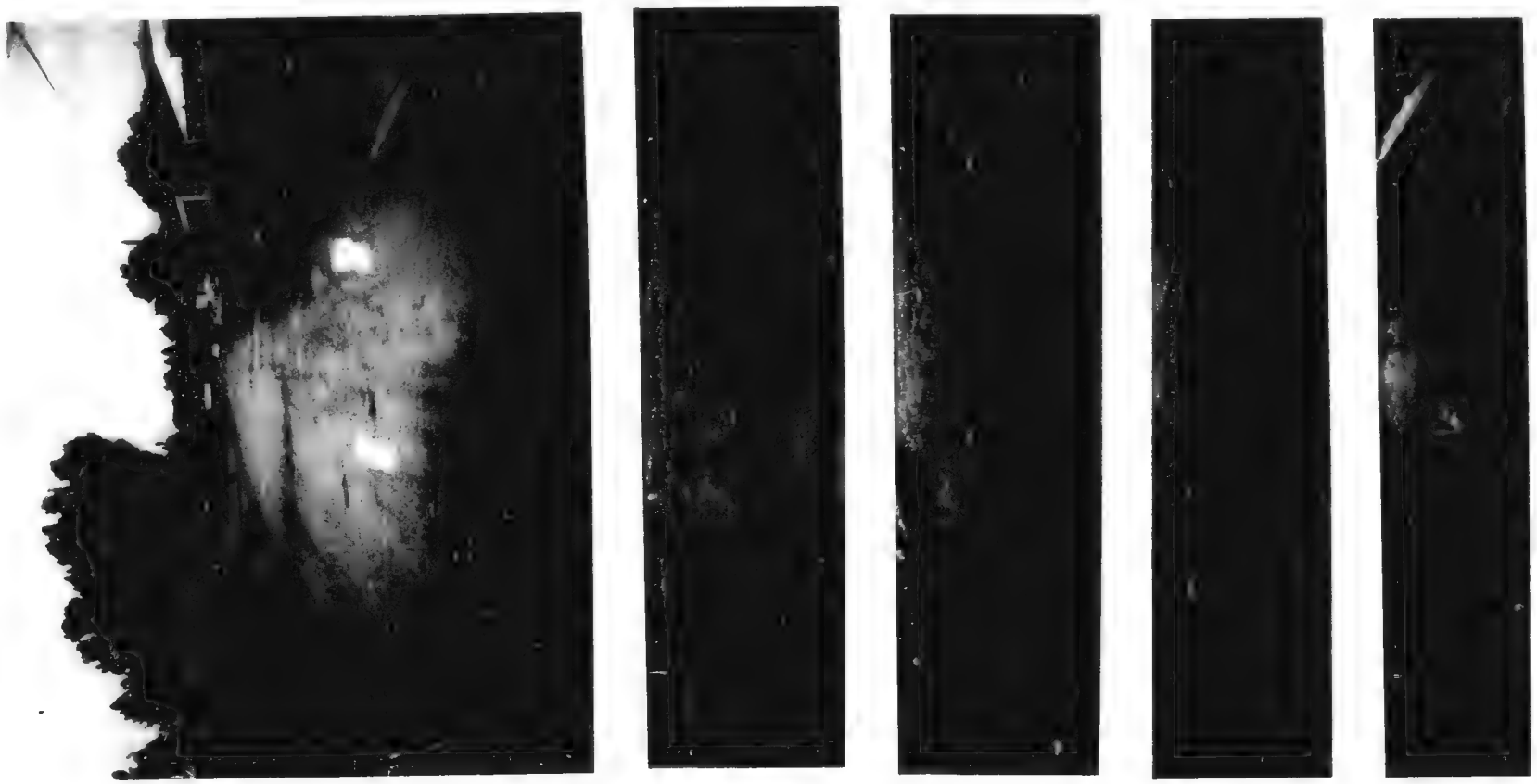
Claude St.

Pavement shows major signs of wear - Very little traffic - Routinely Weather Caused.

Main St.

This is a Gravel street now. Also has an 18'x20' bridge across roadway.

Talked to Milo Cope - stated they had applied for H System - Money Checked and was behind Richland. Without H System money city could not Look. these streets should be widened, With Grading Every Year.



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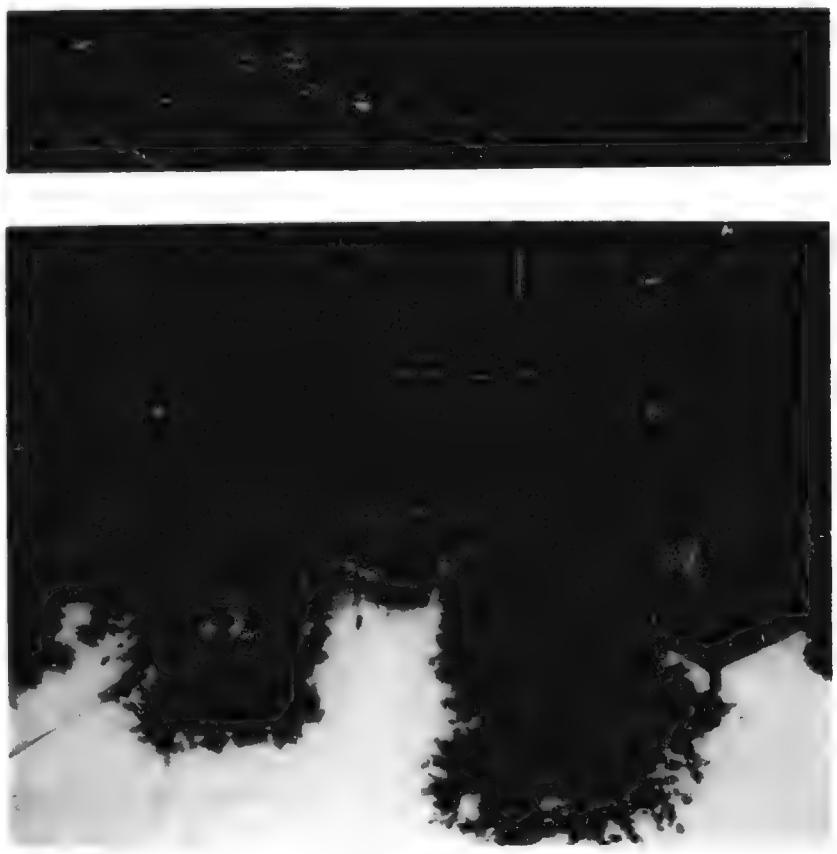

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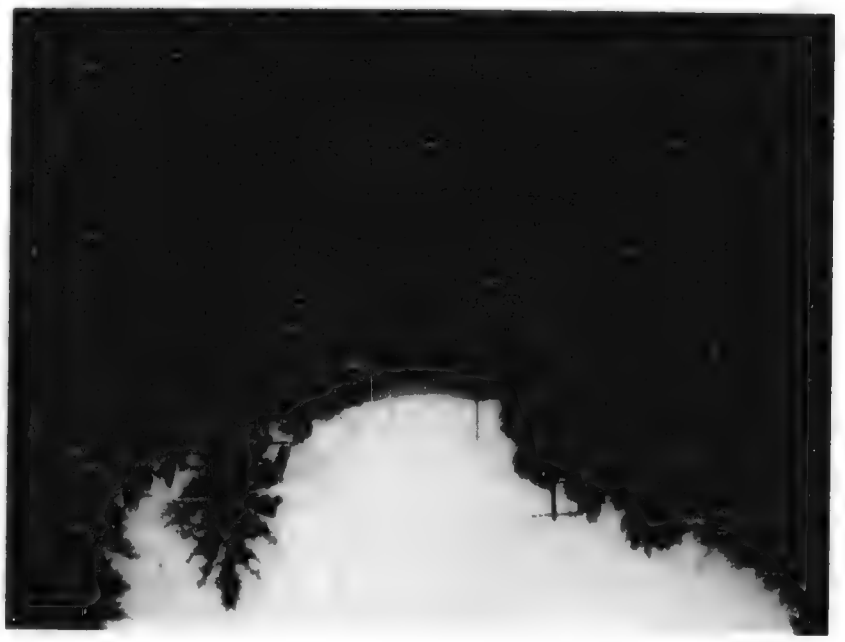

Half my band
Kellogg Evening Notes

C51593 1 D

Halfway - Main St

Dawson - Viking

Sinclair

C51593 1 D

8874

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 20, 1975

Honorable Milo Pope
Mayor
City of Halfway
City Hall
Halfway, Oregon 97834

Dear Mayor Pope:

We wish to acknowledge receipt of your Off-System Roads project application and environmental assessment. This material was received on July 11, 1975.

As stipulated in the interim guidelines for the Off-System Roads Program, funds for city projects, road districts and Indian tribes shall be available on a $100,000-per-county basis. Priorities are established in the order in which applications are received. The city allotment for Baker County has been earmarked for the City of Richland.

First round project request applications have been received to date in excess of available funds. We will, however, place your request on file pending receipt of additional apportionments.

We expect to have some information from FHWA relative to additional funds by the end of this year, and we will keep you advised of the status of your project request.

Very truly yours,

L. W. RULIEN
Project Management Engineer

By
George N. Hopkins
Project Development Engineer

7-20-77
ASSESSMENT
TO POTTER
2

MCH:scr

8894

CSR
Halfway

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

August 11, 1975

FROM: R. C. Lang
Regional Federal Aid Engineer

TO: Don Harwell
County-City Engineer

SUBJECT: Consultant Agreement
Proposed Project
Section 219, Off-System
City Street Improvement
City of Halfway

Attached is a consultant agreement between the City of Halfway and Hanley Engineering of Baker, Oregon, covering the above subject project. (p.e. & const.)

Please advise if further information is required.

Consultant agreement form is acceptable, but Exhibit A does not have a fee schedule to show how they arrived at price.

Roger asked for new copy from Mayor Chas H. Myers.

RCL:sh
Enclosure

cc Milo Pope, Mayor of Halfway

Do not process yet
Halfway's proposal deleted
from program.

RECEIVED
COUNTY & CITY SECTION
AUG 12 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

## CONSULTANT AGREEMENT

THIS AGREEMENT, made and entered into on this 12 day of January, 1978, by and between the City of Halfway, Oregon, hereinafter called "CITY", and the consulting firm of Hanley Engineering, whose address is 2043 Main Street, Baker, Oregon, the location in the State of Oregon at which work will be available for inspection, hereinafter called "CONSULTANT". The State of Oregon acting by and through its Department of Transportation, Highway Division, hereinafter called "STATE", together with the Federal Highway Administration, hereinafter called "FHWA", administrates the federal aid funds.

W I T N E S S E T H

RECITALS

1. CITY plans and proposes to reconstruct portions of Bell, Pine, Kellogg, Claude, Center, Powell, Commercial, Church, Dawson, First, and Main Streets known as the Various City Streets Section of Halfway utilizing federal aid funds which have been made available for that purpose.

I

OBJECTIVES AND SCOPE OF WORK

An objective of the project is to provide improvement to the flow of traffic and increase the safety of vehicular and pedestrian traffic on the major arterials in CITY by widening.

The scope of work shall include all services and materials necessary to accomplish the work as indicated below. (A complete listing of services to be provided by CONSULTANT shall be provided.)

Provide the design, layout, plans, special provisions and estimate of cost for construction of the entire project.

Prepare construction plans in conformance with standard practices of STATE for plans prepared by its own staff. Procedures shall be consistent with the provisions of the current editions of the various manuals pertaining to design published by the STATE.

1. Plans shall be prepared with such provisions and in such detail as to permit the convenient layout in the field for construction and other purposes within a degree of accuracy acceptable to CITY.

2. Plans shall be in such detail as to permit the development of an accurate estimate of quantities for the several pertinent items of work to be performed in the construction of the project.

3. The scales to be used, the lettering and general delineation of the plans, shall be such as will provide legible reproduction when the plans are reduced to one-fourth of their original size (50 percent reduction).

4. The minimum horizontal scale for the plans shall be "one inch equals 50 feet" for channelization plans and "one inch equals 20 feet" for signalization plans.

5. Construction plans will consist of a title sheet, sheets showing the estimate of quantities, typical sections, special sections, special details other than standard details available from STATE'S standard drawings, special layouts, horizontal plan and profile.

6. Plans shall include complete details for the proposed drainage of the project, utility work to be performed by others, details for paving, pavement marking, signing, signalization and city street revisions, as necessary. Plans shall show all the existing physical features, surface and sub-surface facilities, as determined by field surveys or indicated on CITY or utility company records for the area included in the right of way, or greater, if necessary, outside the right of way to include pertinent details adjacent to the right of way.

7. Special provisions shall be prepared for items of work which are not covered by STATE'S "Standard Specifications for Highway Construction" as may be required to properly cover the work contemplated by the plans.

8. CONSULTANT shall furnish such pertinent information and data with respect to the plans and design as CITY may request, including, but not necessarily limited to one (1) copy of the quantity and design computations.

9. The quantities shall be divided into parts corresponding to the construction contracts or as otherwise designated by STATE. These quantities shall be as near as possible to the actual quantities and shall not be arbitrarily increased. CONSULTANT shall apply to the computed quantities an estimated unit cost of construction. These quantities and cost estimates shall be based on prevailing average bid prices received on similar projects by STATE.

10. Field surveys required to complete the plans in the agreement shall be furnished by CONSULTANT. The field surveys shall include sufficient referencing to permit the re-establishment of all necessary points to the satisfaction of CITY.

11. CONSULTANT shall conduct all necessary sub-surface investigations and prepare the hydraulic report, if required. STATE may furnish these services, if requested by CONSULTANT.

12. CONSULTANT shall prepare applications and obtain all necessary permits and licenses.

CONSULTANT shall perform all work necessary to complete the design of the project to conform with the policies and standards set forth in Section II, Design Criteria.

CONSULTANT shall prepare such information and studies as may be necessary, or as may be requested by CITY, in order to pass critical judgment on the features of the work. CONSULTANT shall make such minor changes, amendments or revisions in the details of the work as may be required by CITY. This item does not constitute an "Extra Work" item as related in Section VIII of the agreement. When alternates are being considered, CITY shall have the right of selection.

CONSULTANT, on behalf of CITY, will supervise construction and provide all construction engineering services, including the review and approval of all construction drawings during construction, as required; however, CONSULTANT, when requested by CITY, shall without additional compensation, give general advice and make a maximum of three (3) visits to the site for explanation of plans and to generally review the project.

STATE and FHWA shall have the right to initiate conferences between CONSULTANT and CITY and to participate in the review and examination of the work in progress. As a minimum, conferences shall be arranged prior to proceeding with any work on the project, and upon completion of field work. On any structural design projects, a conference between CITY, STATE and CONSULTANT will be required before proceeding with final design. A preliminary plan together with a complete hydraulic report, if appropriate, and a preliminary foundation report will be required at this phase.

The plans and specifications shall be verified by a complete check by the CONSULTANT. CONSULTANT will be held responsible for the accuracy of the work, even though the work has been accepted by CITY. A complete check will be made by STATE of any structures designed by CONSULTANT, prior to approval of the plans.

STATE shall prepare the contract documents, advertise for bids and award construction contracts.

## II
## DESIGN CRITERIA

CITY will designate the basic premises and criteria for the design. Reports and plans, to the extent feasible, shall be developed in accordance with the "Geometric Design Guide for Local Roads and Streets", Part 1-Rural, published by AASHTO, 1970; or "Geometric Design Standards for Highways Other Than Freeways", published by AASHTO, 1969. The specific design and dimensions will be determined from said standards using traffic volumes and terrain as warrants. The latest design standards adopted by AASHTO shall govern design of highway bridges and related structures. CONSULTANT shall use State procedures, standards, related specifications and forms as a guide in the development and prosecution of the project.

Standard drawings prepared by STATE and furnished to CONSULTANT shall be used as a guide in all cases where they fit design conditions.

## III
## ITEMS TO BE FURNISHED TO CONSULTANT BY CITY

CITY will furnish CONSULTANT copies of the plans, profiles, cross-sections or documents which are available to CITY that will facilitate the preparation of the plans and studies within the limits of the project. (A complete list of applicable documents shall be included.)

## IV
## DOCUMENTS TO BE FURNISHED BY CONSULTANT

The following documents, exhibits or other presentations for the work covered by the agreement shall be furnished by CONSULTANT to CITY upon completion of the various phases of the work. All such material, including photographic negatives used in the project, shall become and remain the property of CITY and may be used by it without restriction.

1. Two (2) copies of the completed contract drawings and specifications prepared from the work performed under this agreement.

2. Two (2) copies of the detailed estimate of cost of the work to be constructed.

3. One (1) set of all sheets comprising the set of contract plans on permanent scale stable reproducibles, together with one (1) copy of all reports, drawings, etc., appertaining thereto, plus an equal number of revised copies, if review discloses that revisions are necessary.

4. Five (5) copies of the special provisions to the Standard Specifications.

5. A copy of all survey notes taken by CONSULTANT.

6. One (1) copy of the quantity and design computations for the work performed under this agreement.

7. One (1) unreduced copy of the "as constructed" plans, if CONSULTANT performs the construction engineering.

## V
## TIME OF BEGINNING AND COMPLETION

CONSULTANT shall not begin work under the terms of this agreement until authorized in writing by CITY. The time required, in calendar days, for completion of all work under this agreement shall be 60 days following written authorization to proceed.

Established completion time shall not be extended because of any unwarranted delays attributable to CONSULTANT, but may be extended by CITY in the event of a delay attributable to CITY or because of unavoidable delays caused by an act of God or governmental actions or other conditions beyond the control of CONSULTANT.

Delays attributable to or caused by one of the parties hereto amounting to 20 days or more affecting the completion of the work may be considered a cause of renegotiation or termination of this agreement by the other party.

## VI
## PAYMENT - PRELIMINARY ENGINEERING (LUMP SUM)

CONSULTANT shall be paid [redacted] for completed work and services rendered under this agreement as provided hereinafter. Such payment shall be full compensation for work performed or services rendered and for all labor, materials, supplies, equipment, and incidentals necessary to complete the work.

A. Payment for work accomplished under the terms of this agreement shall be a lump sum in the total amount of Nine Thousand, Four Hundred Dollars ($9,400).

B. CONSULTANT shall present bills directly to CITY for the cost of work performed under the terms of this agreement. CITY shall review, approve, and forward to STATE all billings from CONSULTANT. All approved billings shall be paid directly to CONSULTANT by STATE, and STATE shall submit all claims for federal participation to the Federal Highway Administration in the normal manner.

CONSULTANT may submit vouchers to CITY no more often than once per month during the progress of the work

for partial payment for work completed to date. Such vouchers will be checked by CITY and payment will be made in the amount thereof as has been found to reasonably represent the value of the partially completed project less the amounts previously paid, until such time as all obligations have been fulfilled.

C. Final payment of any balance due CONSULTANT of the ultimate gross amount earned will be made promptly upon its ascertainment and verification by CITY after the completion of the work under this agreement and its acceptance by CITY and the receipt of the plans, maps, notes, reports and other related documents which are required to be furnished under this agreement. FHWA or STATE, through its duly authorized agents, may audit CONSULTANT'S records prior to payment of final billing and make any indicated adjustments to determine actual costs such as the provisional overhead rate.

D. The cost records and accounts pertaining to this agreement are to be kept available for inspection by representatives of CITY, STATE and FHWA for a period of three (3) years after final payment. Copies shall be made available upon request.

E. Payment for extra work performed under this agreement shall be paid as agreed to by the parties hereto in writing at the time extra work is authorized.

F. A short narrative progress report shall accompany each voucher for progress payment. The report shall include discussion of any problems and potential causes for delay.

## VI
## PAYMENT - CONSTRUCTION ENGINEERING
## (COST PLUS NET FEE)

CONSULTANT shall be paid [redacted] for completed work and for services rendered under this agreement as provided hereinafter. Such payment shall be full compensation for work performed or services rendered and for all labor, materials, supplies, equipment and incidentals necessary to complete the work.

A. Payment for work accomplished under the terms of this agreement shall be on the basis of CONSULTANT'S actual cost plus a net fee. The actual cost includes direct salary cost, overhead and direct non-salary cost.

1. The direct salary cost is the salary expense for professional and technical personnel and

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Cliff —
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directly incurred in fulfilling the terms of this agreement, including, but not limited to, travel, reproduction, telephone, supplies and fees of outside consultants. The direct non-salary costs are estimated to be approximately Six Hundred Forty Dollars ($640) as set forth in the attached Exhibit "A".

4. The net fee, which represents CONSULTANT'S profit shall be Seven Hundred Ninety-five Dollars ($795). The net fee will be prorated and paid monthly in proportion to the percentage of the project completed as estimated in CONSULTANT'S monthly progress reports and approved by CITY. Any portion of the net fee not previously paid in the monthly payments will be covered in the final payment, subject to the provisions of Section IX entitled TERMINATION OF AGREEMENT.

5. The actual direct cost and actual overhead cost, and the net fee incurred by CONSULTANT and set forth in Exhibit "A" shall be full compensation for the performance of the work under this agreement. This total shall not exceed a maximum of Seven Thousand Five Hundred Dollars ($7,500) without prior written approval by the CITY.

principals for the time they are productively engaged in work necessary to fulfill the terms of this agreement. The direct salary costs are estimated to be approximately Three Thousand Three Hundred Eighty Dollars ($3,380) as set forth in the attached Exhibit "A" and by this reference made a part of this agreement.

2. The overhead costs as identified on Exhibit "A" are determined as 81 percent of the direct salary cost. The overhead costs are estimated to be approximately Two Thousand Seven Hundred Thirty-eight Dollars ($2,738) as set forth in the attached Exhibit "A". The overhead cost rate is an estimate based on currently available accounting information and shall be used for all progress payments over the period of contract. The final overhead cost rate is subject to adjustment based on an audit performed by STATE or FHWA at the completion of the project.

3. The direct non-salary costs are those costs directly incurred in fulfilling the terms of this agreement, including, but not limited to, travel, reproduction, telephone, supplies and fees of outside consultants. The direct non-salary costs are estimated to be approximately Six Hundred Forty Dollars ($640) as set forth in the attached Exhibit "A".

4. The net fee, which represents CONSULTANT'S profit shall be Seven Hundred Ninety-five Dollars ($795). The net fee will be prorated and paid monthly in proportion to the percentage of the project completed as estimated in CONSULTANT'S monthly progress reports and approved by CITY. Any portion of the net fee not previously paid in the monthly payments will be covered in the final payment, subject to the provisions of Section IX entitled TERMINATION OF AGREEMENT.

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B. CONSULTANT shall present bills directly to CITY for the cost of work performed under the terms of this agreement. CITY shall review, approve and forward to STATE all billings from CONSULTANT. All approved billings shall be paid directly to CONSULTANT by STATE, and STATE shall submit all claims for federal participation to the Federal Highway Administration in the normal manner.

Progress payments may be claimed monthly for direct costs actually incurred to date as supported by detailed statements, for overhead costs and for a proportionate amount of the net fee payable to CONSULTANT based on the estimated percentage of completion of the services to date.

C. The cost records and accounts pertaining to this agreement are to be kept available for inspection by representatives of CITY, STATE and Federal Government for a period of three (3) years after final payment. Copies shall be made available upon request. FHWA or STATE, through its duly authorized agents, may audit CONSULTANT'S records prior to payment of final billing and make any indicated adjustments to determine actual costs such as the provisional overhead rate.

D. Payment for extra work performed under this agreement shall be paid as agreed to by the parties hereto in writing at the time extra work is authorized.

E. A short narrative progress report shall accompany each voucher for progress payment. The report shall include discussion of any problems and potential causes for delay.

## VII
## EMPLOYMENT

CONSULTANT warrants that he has not employed or retained any company or person, other than a bona fide employee working solely for CONSULTANT, to solicit or secure this contract and that he has not paid or agreed to pay any company or person, other than a bona fide employee working solely for CONSULTANT, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent upon or resulting from the award or making of this contract. For breach or violation of this warranting, CITY shall have the right to annul this agreement without liability, or in its discretion to deduct from the agreement price or consideration or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift or contingent fee.

Any and all employees of CONSULTANT, while engaged in the performance of any work or services required by CONSULTANT, under this agreement, shall be considered employees of CONSULTANT only and not of the CITY and any and all claims that may arise under the Workmen's Compensation Act on behalf of said

employees, while so engaged and any and all claims made by a third party as a consequence of any negligent act or omission on the part of CONSULTANT'S employees, while so engaged on any of the work or services provided to be rendered herein, shall be the sole obligation and responsibility of CONSULTANT.

CONSULTANT shall not engage, on a full or part-time basis, or other basis, during the period of the contract, any professional or technical personnel who are, or have been at any time during the period of this contract, in the employ of FHWA, STATE or CITY, except regularly retired employees, without written consent of the public employer of such person.

If during the time period of this agreement, CONSULTANT finds it necessary to increase his professional, technical or clerical staff as a result of this work, he will actively solicit minorities through his advertisement and interview process.

During the performance of this agreement, CONSULTANT, for itself, its assignees and successors in interest, hereinafter referred to as "CONSULTANT", agrees as follows:

A. Compliance with Regulations. CONSULTANT shall comply with the regulations of the Department of Transportation relative to nondiscrimination in federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this agreement.

B. Nondiscrimination. CONSULTANT, with regard to the work performed after award and prior to completion of the agreement work, shall not discriminate on the grounds of race, color, sex or national origin in the selection and retention of subcontractors, including procurement of materials and leases of equipment. CONSULTANT shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices, when the agreement covers a program set forth in Appendix B of the Regulations.

C. Solicitations for Subcontracts, Including Procurement of Materials and Equipment. In all solicitations, either by competitive bidding or negotiation made by CONSULTANT for work to be performed under a subcontract, including procurements of materials and equipment, each potential subcontractor or supplier shall be notified by CONSULTANT of CONSULTANT'S obligations under this agreement and Regulations relative to nondiscrimination on the grounds of race, color, sex or national origin.

D. Information and Reports. CONSULTANT will provide all information and reports required by Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by STATE or Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

E. Sanctions for Noncompliance. In the event of CONSULTANT'S noncompliance with the nondiscrimination provisions of the agreement, STATE shall impose such agreement sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

(1) Withholding of payments to CONSULTANT under the agreement, until CONSULTANT complies; and/or

(2) Cancellation, termination or suspension of the agreement, in whole or in part.

F. Incorporation of Provisions. CONSULTANT will include the provisions of paragraphs "A" through "F" of this section in every subcontract, including procurements of materials and leases of equipment, unless exempt of Regulations, order, or instructions issued pursuant thereto, CONSULTANT will take such action with respect to any subcontract or procurement as STATE or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that, in the event CONSULTANT becomes involved in, or is threatened with litigation with a subcontractor or supplier as a result of such direction, CONSULTANT may request STATE to enter into such litigation to protect the interests of STATE, and, in addition, CONSULTANT may request the United States to enter into such litigation to protect the interests of the United States.

## VIII
## CHANGES IN WORK

CONSULTANT shall make such revisions in the work included in this agreement which has been completed, as are necessary to correct errors or omissions appearing therein, when required to do so by CITY, without additional compensation therefore.

Should CITY find it desirable for its own purposes to have previously satisfactorily completed work or parts thereof revised, other than minor revisions within the scope of the work, CONSULTANT shall make such revisions, if requested and directed by CITY in writing. This work shall be considered as extra work and will be paid for as provided in Section VI. All extra work shall be submitted as a supplement to the basis agreement and have approval by STATE and FHWA before the work is undertaken in order to become eligible for federal participation.

## IX
## TERMINATION OF AGREEMENT
## (NET FEE LUMP SUM)

A. The right is reserved by CITY to terminate this agreement at any time upon not less than ten (10) days written notice to CONSULTANT.

B. In the event of the death of a member, partner or officer of CONSULTANT, or any of its supervisory personnel assigned to the project, the surviving members of CONSULTANT hereby agree to complete the work under the terms of this agreement, if requested to do so by CITY. This section shall not be a bar to renegotiations of this agreement between surviving members of CONSULTANT and CITY, if CITY so chooses.

C. In the event this agreement is terminated under any of its terms prior to completion of the work, a final payment shall be made to CONSULTANT which, when added to any payments previously made, shall total the same percentage of the amount which would have been due if the work had been fully completed as the work completed at the time of termination bears to the total work required under this agreement.

The same basis for estimating the costs set forth in Exhibit "A" shall be used for work uncompleted to estimate the total money that would have been due if all work had been completed. If the total accumulated payments made to CONSULTANT prior to notice of termination exceeds the total amount that would be due computed as set forth hereinabove, then no final payment shall be due and CONSULTANT shall immediately reimburse CITY for any excess paid.

D. In the event this agreement is terminated prior to completion of the work, the original copies of all plans, prints, drawings and field notes prepared by CONSULTANT prior to termination shall become the property of CITY.

## X
## DISPUTES

Any dispute concerning a question of fact in relation to the work not disposed of by agreement between CONSULTANT and CITY shall be referred for determination to the State Highway Engineer, whose decision in the matter shall be final and conclusive on the parties to this agreement.

## XI
## INDEMNITY

CONSULTANT shall comply with all Federal, State and local laws and ordinances applicable to the work to be done under this agreement.

CONSULTANT hereby agrees to hold FHWA, STATE and CITY harmless from, and shall process and defend at its own expense, all claims, demands or suits at law or equity, of whatever nature brought against those parties arising from CONSULTANT'S performance of the provisions of this agreement. This indemnity provision shall not require the CONSULTANT to defend or indemnify FHWA, STATE or CITY against any action based solely on the alleged negligence of FHWA, STATE or CITY.

CONSULTANT shall secure regular Public Liability and Property Damage Insurance Coverage in the amount of $100,000 for death or injury to any one person and $300,000 for death or injury to two or more persons in any one occurrence and $50,000 for property damage in any one occurrence with any aggregate property damage coverage of $100,000 for two or more occurrences from an insurance company authorized to do business in the State of Oregon.

## XII
## SUBLETTING OR ASSIGNING OF CONTRACTS

CONSULTANT shall not sublet or assign any of the work covered by this agreement without the express written consent of CITY.

## XIII
## ENDORSEMENT OF PLANS

CONSULTANT shall place his official endorsement on all plans, specifications, estimates or any other engineering data furnished by him.

## XIV
## CERTIFICATION

The "Certification of Consultant" and "Certification of Agency Official" attached hereto, marked Exhibit "B", and by this reference made a part hereof.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. CITY officials have acted in this matter pursuant to Ordinance or Resolution No. 2d adopted by its City Council on the 29th day of September, 1976.

CONSULTANT, by and through its Company Officers

Firm ~~City of Hallowy~~ HANLEY ENGINEERING

By James D. Hanley

CITY, by and through its City Officials

By Milo J Pope Mayor

By _____

By _____

CONCURRENCE

OSHD _____

Date _____

ATTEST

Diana Glyman
City Recorder/County Clerk

EXHIBIT "A"

ANALYSIS OR FEE FOR ENGINEERING SERVICES
PRELIMINARY ENGINEERING

| | | |
|---|---|---|
| Direct Salary Cost See attached Page 1a | | $ 4249 |
| Overhead Cost (including payroll additives) | 81 % | $ 3441 |
| Subtotal | | $ 7690 |
| Net Fee | | $ 1040 |

Direct Non-Salary Costs:

| | |
|---|---|
| a. Travel | $ 170 |
| b. Street monuments and boxes | $ 500 |
| Total | $ 670 |

| | |
|---|---|
| Total Estimate | $ 9400 |
| Lump Sum | $ 9400 |

PRELIMINARY ENGINEERING

BREAKDOWN OF DIRECT SALARY COST

| Service | Personnel | Hours | Rate of pay | Estimated Cost |
|---|---|---|---|---|
| Preliminary survey traverse to establish original street centerlines from existing culture and lot monuments | 3-man crew | 56 | $19.54 | $1094 |
| Research, computing, plotting and calculating street intersections | 1 man | 64 | 7.56 | 484 |
| Reestablish and monument street alignment, set monuments in boxes | 3-man crew | 32 | 19.54 | 625 |
| Preliminary street survey on reestablished centerlines, levels, cross-sections | 3-man crew | 48 | 19.54 | 938 |
| Investigate subgrade soils | 1 man | 16 | 7.56 | 121 |
| Preliminary design | 1 man | 32 | 7.56 | 242 |
| Final design | 1 man | 32 | 7.56 | 242 |
| Drafting | 1 man | 32 | 7.09 | 227 |
| Prepare contract documents | 1 man | 16 | 7.56 | 121 |
| Supervision | 1 man | 16 | 9.68 | 155 |
| | | | | $4249 |

EXHIBIT "A"

ANALYSIS OR FEE FOR ENGINEERING SERVICES
CONSTRUCTION ENGINEERING

| | |
|---|---|
| Direct Salary Cost | $3380 |
| Overhead Cost (including payroll additives) | $2738 |
| Subtotal | $6118 |
| Net Fee | $ 795 |

Direct Non-Salary Costs:

| | |
|---|---|
| a. Travel | $ 170 |
| b. Reproduction expenses | $ 100 |
| c. Communications | $ 50 |
| Total | $ 320 |

| | |
|---|---|
| Total Estimate | $7233 |
| Not to Exceed | $7500 |

EXHIBIT "A"

BREAKDOWN OF OVERHEAD COST *

| | |
|---|---|
| FICA | 3.5 % |
| Unemployment | 1.5 % |
| Medical Aid and Industrial Insurance | 1.6 % |
| Vacation and Holiday, Sick Leave | 3.5 % |
| Insurance | 3.8 % |
| Administration and Time Unassignable | 47.4 % |
| Printing, Stationary and Supplies | 6.6 % |
| Professional Services | 1.5 % |
| Travel Not Assignable | 5.9 % |
| Telephone and Telegraph Not Assignable | 1.5 % |
| Fees, Dues, Professional Meetings | .5 % |
| Utilities and Maintenance | 1.7 % |
| Rent | 4.4 % |
| Rental of Equipment | 16.4 % |
| Office Miscellaneous, Postage | .2 % |
| TOTAL | 100. % |

* 1975 Costs

EXHIBIT "A"

BREAKDOWN OF DIRECT SALARY AND DIRECT NON-SALARY COST
CONSTRUCTION ENGINEERING

**Direct Salary Cost**

| Service | Personnel | Hours | Rates of Pay | Estimated Costs |
|---|---|---|---|---|
| Construction staking | 3-man crew | 56 | $19.54 | $1094 |
| Construction inspection | 1 man | 120 | 7.56 | 907 |
| Material and density testing | 1 man | 80 | 7.56 | 605 |
| Supervision, including reports, estimates, final inspections | 1 man | 80 | 9.68 | 774 |
| | | | TOTAL | $3380 |

**Direct Non-Salary Cost**

| | | |
|---|---|---|
| Travel 1700 miles at $ 0.10 | | $ 170 |
| Office, reproduction expenses | | $ 100 |
| " communications | | $ 50 |
| | TOTAL | $ 320 |

EXHIBIT "B"

CERTIFICATION OF CONSULTANT

I hereby certify that I am James Hanley and duly authorized representative of the firm of Hanley Engineering whose address is 2043 Main Street, Baker, Oregon 97814, and that neither I nor the above firm I here represent has:

(a) Employed or retained for a commission, percentage, brokerage, contingent fee or other consideration, any firm or person (other than a bona fide employee working soley for me or the above consultant) to solicit or secure this contract;

(b) Agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract; or

(c) Paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above consultant) any fee, contribution, donation or consideration of any kind for, or in connection with procuring or carrying out the contract, except as here expressly stated (if any):

I further certify that the firm I hereby represent is authorized to do business in the State of Oregon and that the firm is in full compliance with the requirements of the Board of Engineering Examiners.

I acknowledge that this certificate is to be furnished to the State Highway Division and the Federal Highway Administration, U.S. Department of Transportation, in connection with this contract involving participation of federal aid funds and is subject to applicable state and federal laws, both criminal and civil.

January 12 1978
Date

James D. Hanley
Signature

EXHIBIT "B"

CERTIFICATION OF AGENCY OFFICIAL

I hereby certify that I am the Agency Official of the City/~~County~~ of Halfway, Oregon and that the above consulting firm or his representative has not been required, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this contract to:

(a) Employ or retain, or agree to employ or retain, any firm or person; or

(b) Pay or agree to pay to any firm, person or organization, any fee, contribution, donation or consideration of any kind, except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished the Federal Highway Administration, U. S. Department of Transportation, in connection with this contract involving participation of federal aid highway funds and is subject to applicable state and federal laws, both criminal and civil.

Jan 9/78
Date

Mike Pope
Signature

8894

July 29, 1975

Memorandum to the Files

FROM: George N. Hopkins
Project Development Engineer

RE: Off-System Roads Program

We submitted 20 projects for the subject program to the Transportation Commission for approval at the July 30 meeting. Inasmuch as our guidelines permit only one project per county and only one city project per county, we are now requesting that the following second choice projects be removed from the initial request.

1. Big Butte Creek (Crowfoot Rd.) Bridge Section
   Jackson County
   $88,000

2. Halsey-Sweet Home Highway to Kisling Avenue Section
   Washburn Street
   City of Brownsville
   $100,000

3. Sections on various city streets
   City of Halfway
   $100,000

This will reduce the total estimated cost from $3,392,800 to $3,104,800.

HR:scr

cc: C. W. Head
E. S. Hunter
H. S. Coulter
L. W. Rulien
Gary Sund
G. M. Baldwin
R. L. Schroeder
V. E. Skoog
Jack Graham

8894

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 22, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SIGNAL SIGNED BY F. B. KLABOE

AGENDA
JUL 30 1975
49

SUBJECT **Proposed Off-System Roads Projects**

Attached are tabulations and exhibit maps describing and locating a number of proposed Off-System Roads (OSR) projects on rural roads and streets.

Federal aid funds apportioned to Oregon under Section 219, Title 23, U.S. Code, shall be matched by local funds. The participation rate is currently 78 percent federal ($4,678,615), plus 22 percent local ($1,319,609) for a total OSR fund of $5,998,224.

The projects requested by the local agencies are listed as follows:

County Requested Projects

CROOK COUNTY: Grade, drain, base and pave the Ochoco Highway-Old Dry Creek Road Section of Mill Creek Road. The estimated cost of this project is $500,000.

JACKSON COUNTY: Construct ~~two~~ one bridges--(1) Little Butte Creek (Agate Road) Bridge Section and ~~(2) Big Butte Creek (Crowfoot Road) Bridge Section~~. The estimated cost of ~~these two~~ the projects is ~~$193,600.~~ 105,000. OK

KLAMATH COUNTY: Grade, drain, base and pave the Hildebrand-Forest Boundary Section of Squaw Flat Road. The estimated cost of this project is $300,000.

LINN COUNTY: Sodom Ditch (Linn West Road) Bridge; structure. The estimated cost of this project is $225,000.

MARION COUNTY: Grade, drain, base and pave the Champoeg Road-Case Road Section of Giesy-Yergen Road. The estimated cost of this project is $325,000.

MORROW COUNTY: Install automatic signals and drop arm gates, and improve and widen the crossing at the Union Pacific Railroad Crossing (Patterson Ferry Road) signals. The estimated cost of the project is $50,000.

TILLAMOOK COUNTY: Tillamook River (Burton) Bridge; structure. The estimated cost of this project is $450,000.

WALLOWA COUNTY: Grade, drain, base and pave the Enterprise-Land Fill Section of Ant Flat Road. The estimated cost of this project is $150,000.

City Requested Projects

CITY OF BROWNSVILLE: Grade, drain, base, curb and pave the Halsey-Sweet Home Highway-Kisling Avenue Section of Washburn Street. The estimated cost of this project is $100,000.

Omit

CITY OF CLATSKANIE: Grade, drain, base and pave Nehalem Street and 3rd Street Sections. The estimated cost of this project is $100,000.

CITY OF ELGIN: Grade, drain, base and pave the truck route on 17th Street. The estimated cost of this project is $100,000.

CITY OF HALFWAY: Grade, drain, base, pave and structure sections on various city streets. The estimated cost of this project is $100,000.

Omit

CITY OF HEPPNER: Grade, drain, base and structure, Willow Creek (Morgan Street-Heppner) Bridge section. The estimated cost of this project is $100,000.

CITY OF JOHN DAY: Grade, drain, base and structure, Canyon Creek (N.W. 3rd Avenue-John Day) Bridge section. The estimated cost of this project is $100,000.

CITY OF MILTON-FREEWATER: Grade, drain, base and curb, and pave sections of Dehaven Street and S.W. 6th Avenue. The estimated cost of this project is $70,000.

CITY OF MT. ANGEL: Grade, drain, base and pave sections on Marquam Street and Monroe Street. The estimated cost of this project is $92,000.

CITY OF PRINEVILLE: Grade, drain, base, pave and structure sections of N. Court Street, N. Durham Street and E. Fifth Street. The estimated cost of this project is $78,200.

CITY OF RICHLAND: Grade, drain, base and pave sections on various streets. The estimated cost of this project is $61,000.

CITY OF SCIO: Grade, drain, base, curb and pave the N.W. 1st Avenue-N.W. 4th Avenue section of N.W. Beech Street. The estimated cost of this project is $98,000.

Projects Requested by Road Districts

IRONSIDE ROAD DISTRICT NO. 5 (Malheur County): Grade, drain, base and pave the Shasta Creek Section of Bridgeport Road. The estimated cost of this project is $100,000.

RAINBOW LANE ROAD DISTRICT (Washington County): Grade, drain, base and pave the Rainbow Lane Loop Road. The estimated cost of this project is $100,000.

The total estimated cost of these projects is ~~$3,392,800~~ 3,104,800 of which ~~$2,646,384~~ 2,421,744 will be federal costs and ~~$746,416~~ 683,056 will be the responsibility of the local agencies. There will be no cost to the State.

These projects will be on the agenda for the July 30 Commission meeting and I recommend your approval.

bc: C. W. Head
E. S. Hunter
H. S. Coulter
L. W. Rulien
Gary Sund
George M. Baldwin
R. L. Schroeder
V. E. Skoog
Jack Graham

HR:scr srb

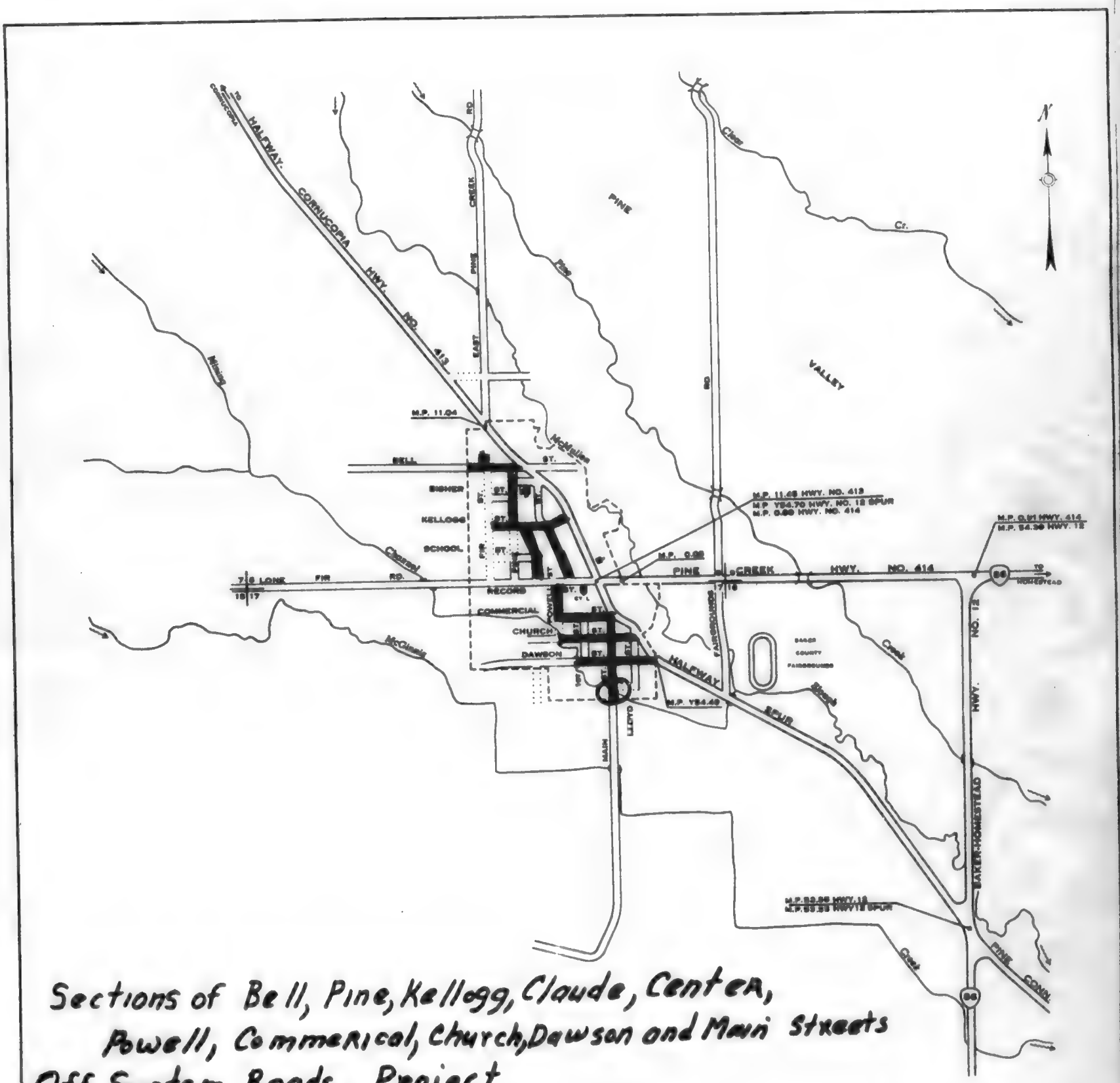
NOTED
C. W. HEAD

CITY OF HALFWAY
Proposed OSR Project

Project No. OS-0102(1)
Bell St. from W. City Limits to Highway
Kellogg St from Fur St. to Highway
Pine St. from Kellogg St. to Bell St.
Claude and Center Streets from Lone Fur Road to Kellogg St.
Powell St. from Commercial Street to Lone Fir Road
Commercial St. from Powell St. to Halfway Spur
Church St. from Mining Channel Slough to Halfway Spur
Dawson St. from Mining Channel Slough to Halfway Spur
Main St. from S. City Limits to Commercial St.
Grade, Drain, Base and Pave
Structure
$100,000

Grade, drain, base and pave the above sections of streets to a width of 36 feet. No sidewalks. Also construct a reinforced concrete bridge on Main Street approximately 30 feet long with a 36-foot clear roadway. Contractor is also to make the connections to the new bridge. Engineering is to be performed by a consulting firm.

NOTE: THIS PROJECT IS DEPENDENT UPON APPROVAL OF A SPECIAL CITY ALLOTMENT PROJECT.


HALFWAY
CORNUCOPIA HWY. NO. 413
PINE CREEK
EAST PINE RD.
PINE VALLEY RD.
Creek
Cr.
N
M.P. 11.04
BELL ST.
HIGHER ST.
KELLOGG ST.
SCHOOL ST.
M.P. 11.48 HWY. NO. 413
M.P. Y84.70 HWY. NO. 18 SPUR
M.P. 0.00 HWY. NO. 414
M.P. 0.91 HWY. 414
M.P. 84.36 HWY. 18
M.P. 0.00
7/8 LONG FIR RD.
PINE CREEK HWY. NO. 414
RECORD ST.
COMMERCIAL ST.
CHURCH ST.
DAWSON ST.
MAIN ST.
LLOYD ST.
HALFWAY SPUR
M.P. Y84.49
BAKER COUNTY FAIRGROUNDS
BAKER-HOMESTEAD HWY. NO. 12
M.P. 00.00 HWY. 18
M.P. 00.00 HWY. 18 SPUR
PINE CONN.
Sections of Bell, Pine, Kellogg, Claude, Center,
Powell, Commerical, Church, Dawson and Main Streets
Off System Roads Project
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open
City Limits.
HALFWAY
BAKER COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 380
Scale in Feet
Revised April 1966

8894

# SPECIAL CITY ALLOTMENT FUND
## INVESTIGATION DATA

City: Halfway Date 7-15-75 Div. 5
Population: 1970: 317 1975: 355
Street: Bell Str. Clarke & main St.

No. of Previous Projects 0
Last Project - (Year)
Total SCA Funds $ -
Funds/Capita $ -
Average/Capita $ 38.28

**EXISTING**
Surface Now in Place: A. C. ____ Oil ✓ Gravel ____ Concrete ____
Surface Width: 39 Ft. Shoulder-to-Shoulder Width: 55 Ft.
Curb-to-Curb Width: 55 Ft. Right-of-Way Width: 60 Ft.
Remarks:

**PROPOSED**
Surfacing: A. C. ✓ Oil ____ Other ____
Pavement Width: 24 Ft. Shoulder Width: 3 Ft. C-C Width: ____ Ft.
BASE DESIGN: A. C.: ____ in. Leveling: ____ in. Base: ____ in.
Line T.S.G.: ____ Blanket: ____ P.M.B.B.: ____ in.
Length: ____ Mile, ____ Ft. Type Curb: ____
Remarks:

## ESTIMATE

| | Unit | Gross* | Price | Amount |
|---|---|---|---|---|
| MOBILIZATION | ALL | $ 100% | $ | $ 1200 |
| TEMP. PROT. & DIRECT TRAFFIC | ALL | | | |
| GENERAL EXCAVATION | LUMP SUM | | | |
| 1"-0 AGGR. BASE 8" DEEP | SQ. YD. | 1600 | ~~$ 4.00~~ | 7,200 |
| CEMENT TREATED SUBGRADE | CU. YD. | | | |
| CEMENT IN TREATMENT | TON | | | |
| CLASS "C" AC ~~3~~ 1½" DEEP | SQ. YD. | 4800 | ~~$ 3.25~~ | 15,600 |
| CONCRETE INLETS | EACH | | | |
| CONCRETE CURBS | LIN. FT. | | | |
| CONCRETE WALKS | SQ. FT. | | | |
| CONCRETE DRIVEWAYS | SQ. FT. | | | |
| ____ INCH DEWER PIPE | LIN. FT. | | | |
| ____ INCH CULVERT PIPE | LIN. FT. | | | |
| ADJUST MANHOLES | EACH | | | |
| | | | TOTAL | $ 24,000 |
| Permanent Signing ($100 per Intersection) | | | | |
| Flagging | | | | 200 |
| | | | TOTAL | $ 24,200 |
| Engineering and Contingencies (20%) | | | | 4800 |
| | | | TOTAL | $ 29,000 |
| City's Estimated Share of Survey | | | | $ 100 |
| | | | TOTAL ESTIMATED COST | $ 29,100 |

*Items include 10% allowance.

Halfway - Bell - 0.12
Claude - 0.11
Main - 0.11 1795 Lin ft.

1½" overlay. 24' wide.

Base -
$\frac{1800 \times 24}{9}$ = 1800 Sq yd.

Surf -
$\frac{1800 \times 8}{9}$ = 1600 Sq yd.

Halfway -
Bell St.

Hwy

.0.12

7-15-75

Sidewalk

20' paved

10' Garage

Sidewalk

0.07±

FA

20' Roadway Overlay

Garage 12'

Paved Park

0.05

12

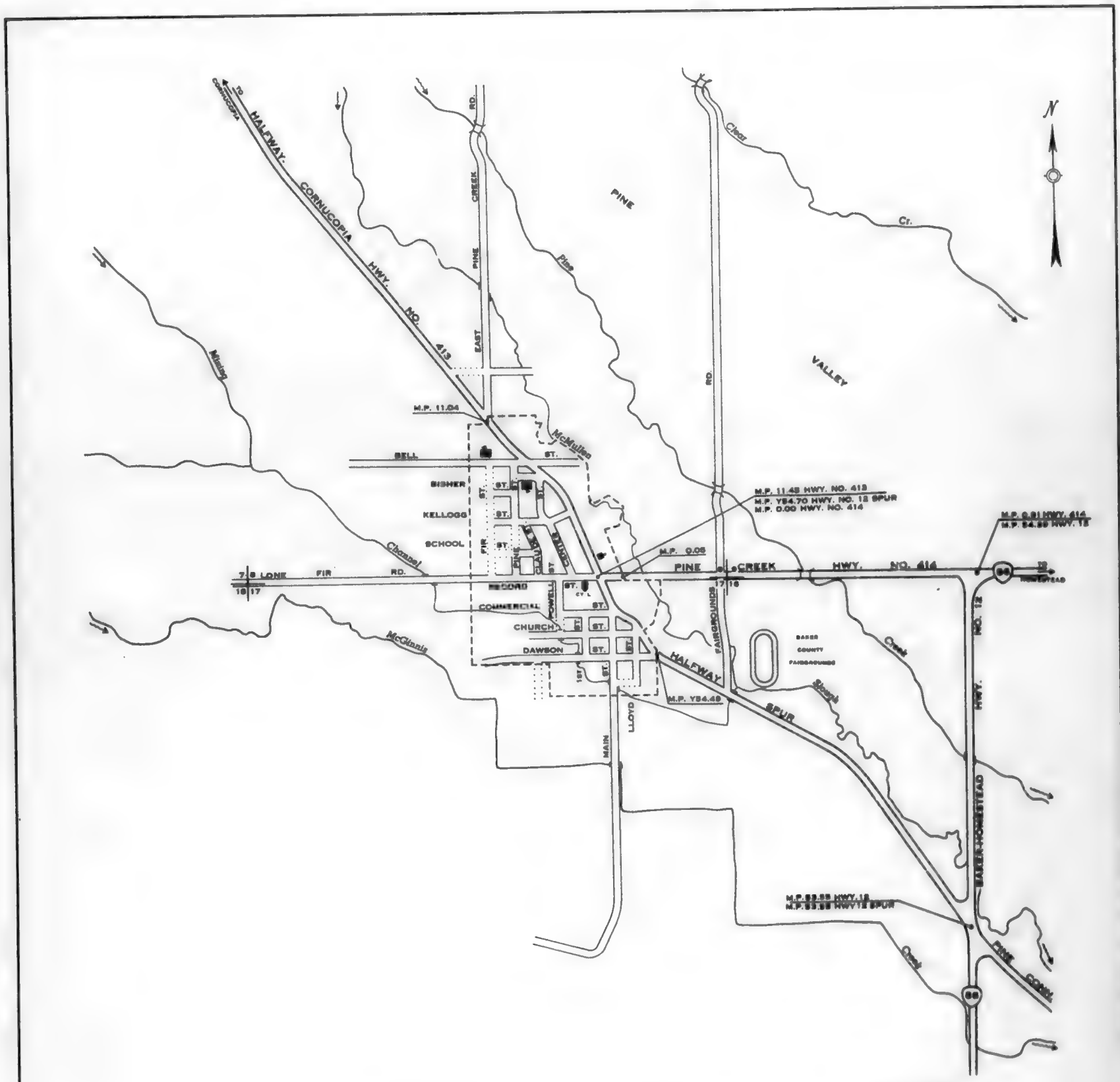
0.025±

Paved Back Parking

0

City Limits

10




SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CY – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel
- Street dedicated but not open
- City Limits.

# HALFWAY

**BAKER COUNTY, OREGON**

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 380

Scale in Feet

Revised April 1965

No County Roads Limits

8894

# PROJECT REQUEST
## SECTION 219 OF U.S. CODE
## "OFF-SYSTEM ROADS"

RECEIVED
COUNTY & CITY SECTION
JUL 11 1975
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Project #303-0102(1)

Name of County Baker Rd. No. City Streets Date 7-7-75
County Road Name or streets Ball, Pine, Claude, Center, Powell, Commercial, Church,
Section Name Halfway City Streets
Type of Project Grading, Paving & Structure
Location of Project (Attach sketch map) Within the City of Halfway
ADT Unknown Design Speed For City Street
ESTIMATED 300-500
Is this request for county design only? Yes ____ No ____
Yes ____ No ____
Will City/County hire consultant for this project? Yes X No ____
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

Re item 12

## I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type Asphaltic Concrete Total Travel Width 20'
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type Gravel Width Each Side 4' 8'
(AC, Pug Cold Mix, Oil Mat) Total Top Width 36' 28'

3. Grading & Drainage:
By County ~~County~~ City Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ~~County~~ City Date of Completion ____ By Contract ____
Has base design been given to ~~County~~ City? Yes ____ No X
Will it be furnished? Yes ____ No X

5. Leveling Course:
By County ~~County~~ City Date of Completion ____ By Contract X

6. Binder Course:
By County ~~County~~ City Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County ~~County~~ City Date of Completion ____ By Contract X

8. Clearing:
By County ~~County~~ City Date of Completion ____ By Contract X

9. Curbs:
Curbs Required? Yes ____ No X
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs ____

1st, Baker, and Main Streets

Any reference to county means city in this application

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____ No X
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use X
Sparse population X Area exempt from bike law_____
What is desired width of trail or walkway ——— ft.
What type of surface treatment is desired ———
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes X No_____

12. Will replacement be by: ~~County~~ City_____ Contract X
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will ~~County~~ City adjust structure to new grade? Yes____ No X

14. Will ~~County~~ City adjust structure to additional width? Yes____ No X

15. Will adjusted width be standard? Yes____ No X
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does ~~County~~ City wish rounding of cutbanks? Yes____ No X

17. Does ~~County~~ City wish sight posts installed? Yes____ No X

Re item 8c

~~18. Does County wish State to permanently stripe project? Yes____ No____~~

19. Will ~~County~~ City do striping? Yes____ No X

20. Does ~~County~~ City wish guardrail installed? Yes____ No X
By ~~County~~ City_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does ~~County~~ City wish permanent erosion control? Yes____ No X
By seeding and mulching Yes____ No____
By rock blanket Yes____ No____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes____ No X

23. Can through traffic be detoured? Yes X No____

24. Must new detour be constructed? Yes____ No X

25. Will detour be constructed and maintained by ~~County~~ City? Yes____ No X

26. Will detour be constructed & maintained by Contractor? Yes____ No X

27. Will ~~County~~ City sign project outside work area during construction?
Yes____ No X

28. Will Contractor sign project outside work area during construction?
Yes X No____

29. Should contract provide for permanent signing? Yes____ No X

Re. item 8 c

30. ~~Should State do permanent signing?~~ ~~Yes____ No____~~

31. Will traffic signals be required? Yes____ No X
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes X No____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain Matching money to be obtained from Special City Allotment submitted March 17, 1975.

Remarks re Section I:_____

## II. BRIDGE PROJECT DATA (9-9-76 STRUCTURE PREVIOUSLY REPLACED)

1. Name of river or stream Mining Channel
2. Name of bridge Main Street
3. Dimensions of existing bridge. Length 16' Roadway Width 12'
4. Type of design and material used in existing bridge. Wooden stringers & plank deck.
5. Location (please attach map with location marked):
Section 17 Township 8S Range 4BE W.M.
6. Desired width of proposed bridge 32' Approx. length 30'
(NOTE: ~~Standard width of FAS structure is traveled way plus full shoulders.~~)

7. Are sidewalks desired? Yes X No ____
Upstream X Downstream ____ Width 4'

8. Does ~~County~~ City wish a particular type of bridge design? Yes X No ____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Prestressed Slab Span
(NOTE: ~~County~~ City must place wearing surface on slab deck structures unless otherwise declared.)

9. Will ~~County~~ City furnish any materials for bridge? Yes ____ No X
Explain To be included with Street Project

10. Foundation Testing: By ~~County~~ City? Yes ____ No ____
~~By State?~~ ~~Yes ____ No ____~~

11. Will ~~County~~ City close road during construction? Yes X No ____
Re item 8b

12. Can presently established road be used as detour? Yes X No ____

13. Must a new detour be constructed? Yes ____ No X

14. Will detour be constructed & maintained by ~~County~~ City? Yes ____ No X

15. Will detour be constructed & maintained by Contractor? Yes ____ No X

16. Will ~~County~~ City sign project outside work area during construction?
Yes ____ No X

17. Will Contractor sign project outside work area during construction?
Yes X No ____

18. Approaches or Connections by ~~County~~ City Yes ____ No X
by Contractor Yes X No ____

Traveled surface: Type AC Width 20
Shoulder surface: Type Gravel Width 8 Ft. ea.
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes ____ No X

N.W. quadrant distance from structure ____
N.E. quadrant distance from structure ____
S.W. quadrant distance from structure ____
S.E. quadrant distance from structure ____

20. Guardrail: Desired on approaches or connections: Yes_____ No X
By ~~County~~ City _____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, ~~County's~~ City's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No X
Use for detour? Yes_____ No X
Removed by ~~County~~ City? Yes_____ No X
Removed by Contractor? Yes X No_____
Salvaged by Contractor for County? Yes_____ No X
(NOTE: If existing bridge salvaged by Contractor for ~~County~~ City, ~~County~~ City must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:
By ~~County~~ City? Yes_____ No X
By Contractor? Yes X No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No X Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No X Size_____
Company_____
c. Storm sewer: Yes_____ No X Size_____
Company_____
d. Gas mains: Yes_____ No X Size_____
Company_____
e. Power lines: Yes_____ No X Size_____
Company_____
f. Telephone lines: Yes_____ No X Size_____
Company_____
g. Other Utilities:_____
_____

24. Does ~~County~~ City wish provisions made for future utility attachment to structure? Yes_____ No X

25. Does ~~County~~ City wish lightpost bases and conduit installed? Yes_____ No X

26. Does ~~County~~ City wish complete job of illumination in project? Yes_____ No X

27. Is project contingent upon other factors? Yes X No_____
(Such as construction and timing, cooperative project by ~~County~~ City, tie-in with outside projects, etc.)

If yes, explain: Matching money to be obtained from Special City Allotment submitted March 17, 1975

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   ~~By State?~~ ~~Yes~~ _____ ~~No~~ _____
   By Consultant? Yes X No _____
   By County? Yes _____ No _____
   (NOTE: ~~a. If project is cancelled, County must pay for survey.~~
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

Re item 8b

2. Does County have any survey data? Yes _____ No X

3. Construction plans and specifications to be prepared:
   By State? Yes _____ No _____
   By Consultant? Yes X No _____
   By County? Yes _____ No _____

Re. item 10

4. Does County desire center line to be permanently monumented as part of project? Yes X No _____

5. Does County desire right-of-way to be permanently monumented as part of project? Yes _____ No X
   (NOTE: ~~Right-of-way monumenting will necessitate special programming.~~)

Remarks re Section III: (Note: ~~Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.~~)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 40' Minimum 28'

2. Is any additional right-of-way needed? Yes____ No X (If answer is Yes, a hearing must be offered)

3. Will ~~County~~ City acquire r/w and have State review negotiations? Yes____ No X

4. Should State negotiate & acquire right-of-way in behalf of ~~County~~ City? Yes____ No X

5. Should State prepare options? Yes____ No X

6. Should material source site be included in right-of-way descriptions? Yes____ No X
Re item 8d

7. Is there any merchantable timber on right-of-way? Yes____ No X

8. Will timber be reserved for owner? Yes____ No X
If removed by ~~County~~ City or individual, must be done prior advertisement for bids.
~~If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.~~

9. Will timber become property of contractor? Yes____ No X

10. Is a hearing necessary? Yes____ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No X
If yes, give type and name of utility company:____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No____
If yes, give type and name of utility company: Idaho Power, Pine Telephone

13. Are utilities on existing right-of-way by permit____ or by franchise X
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes X No____
If yes, give name of irrigation company or district Mining Channel
and dates between which water can be turned off: From Oct. 1 To April 1

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_X_

25. Will railroad crossing be altered: Yes_____ No_X_
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_X_
By County? Yes_X_ No_____
~~By State at County expense?~~ ~~Yes~~_____ ~~No~~_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_X_
By County? Yes_____ No_X_
~~By State at County expense?~~ ~~Yes~~_____ ~~No~~_____

28. ~~Does County wish State to prepare P.U.C. hearing data?~~ ~~Yes~~_____ ~~No~~_____

29. Will P.U.C. application be made ~~by State~~_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_X_
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry _____ Cinders _____

2. Owner: County _____ State _____ Private _____ Other _____

3. Location: _____ Section _____ Township _____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by : Borrow _____ Select Topping _____
Base Course _____ Level Course _____ Mineral Agregates _____
Location _____
Miscellaneous Items _____

Remarks re Section V Materials to be acquired by Contract

VI. FINANCIAL DATA

1. Estimated Cost: $ 100,000

2. Available Funds $ ? Special City Allotment Applied for 3-17-75.

3.

4. Date match money is available Unknown

5. Will there be any 100% money? Yes X No _____

6. Maximum amount of 100% County money available: $ 22,000 (See above)

7. Date request / letting: October 1, 1976

Remarks, re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: See Section VI #2

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Milo J. Pope, Mayor.
County Judge or Comm. Chairman or Mayor

By _____
County Commissioner or CITY

By _____
County Commissioner or CITY

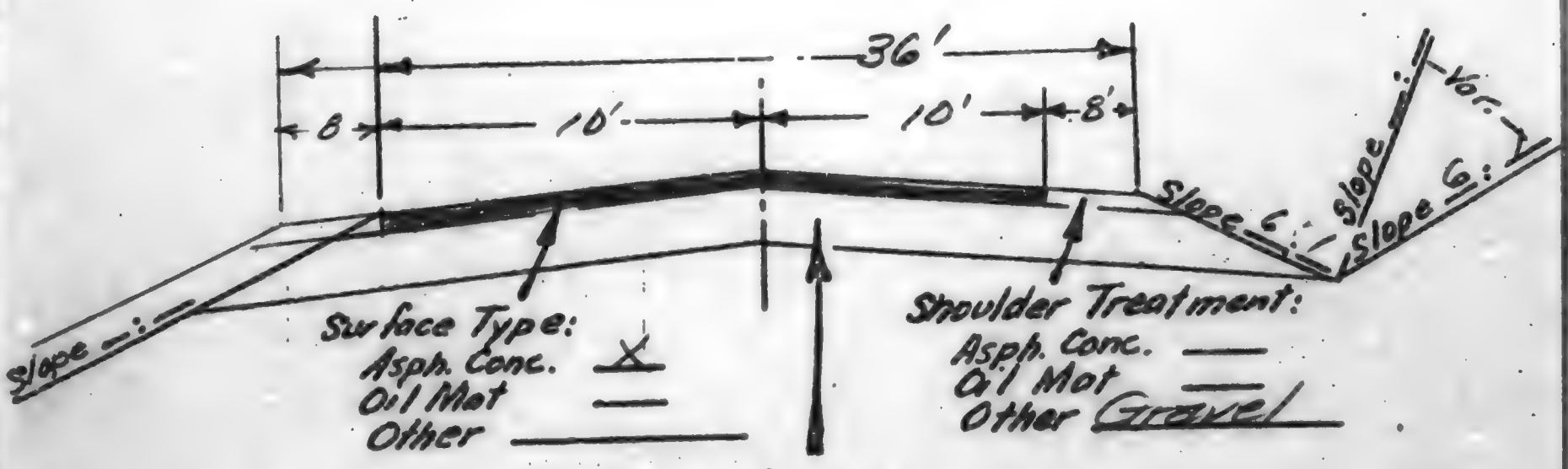
_____
O.S.H.D. Field Engineer

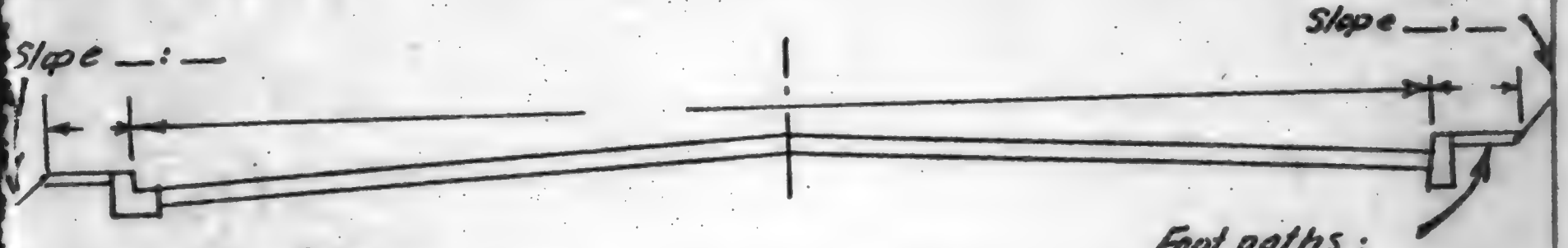
By _____
City / County Engineer or Roadmaster

Date _____

City / County _____
Date July 7/75

# TYPICAL SECTION




No. of Lanes —
Lane Width —
Shoulder Width — or Shy Dist. from Curb —
Median Width —
Total Width between Curbs —

Curbs:
Type "C" —
Curb & Gutter —
Other —

Foot paths:
Asph. Conc. —
Gravel —

8894/

sca-76
Halfway

Robert W. Straub

March 20, 1975

Hon. Milo Pope
The Mayor
City Hall
Halfway, OR 97834

Dear Sir:

This is to acknowledge receipt of a resolution and project data form completed by the City of Halfway, requesting aid from the annual $250,000 Special City Allotment fund.

We are sorry to inform you that the 1975 funds have all been allocated. The 1975 program was approved by the Transportation Commission at the December, 1974 meeting.

We will contact you and make an investigation of your requested projects, after which the results will be presented to the Transportation Commission for consideration in forming the 1976 program.

Very truly yours,

D.N. Harwell

D. N. Harwell
County-City Engineer

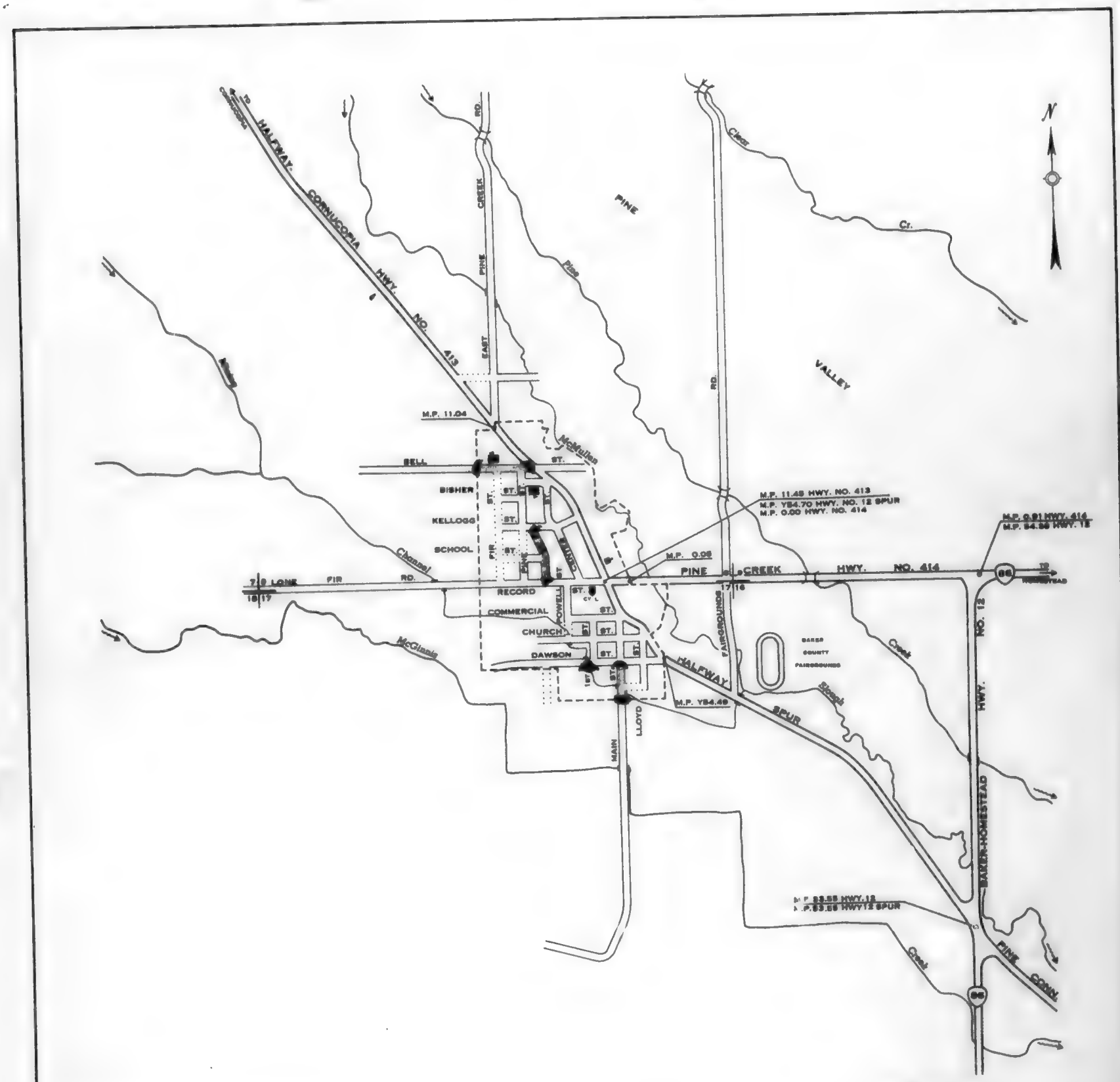
DNH:mm

cc: Hon. Max Simpson,
State Representative

W. E. Schwartz,
Region 5 Engineer

Recorded - SE

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ● UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐




Storm Sewer Outfall ▲
(into existing irrigation ditch)

Streets Proposed for Reconstruction ⟵

SIGNED ROUTES

INTERSTATE 0
U.S. 00
ORE. 00

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CY – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open
- City Limits.

# HALFWAY

## BAKER COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 380

Scale in Feet

Revised April 1965

sca-76

8894

# CITY OF HALFWAY

HALFWAY, OREGON 97834

Oregon State Highway Department
State Highway Building
Salem, Oregon
97310

March 17, 1975

Dear Sir:

The city streets in Halfway are in very bad condition due in part to water system installation in 1973, severe winter, and the fact that not enough base rock was layed.

Are there any 1975 funds left that could be obtained for use this summer? — No, all allocated!

Sincerely

Milo Pope

Milo J. Pope

Don - please respond to mayor. Schwartz R. Hurt will then contact personally the mayor. ✱

RECEIVED
COUNTY & CITY SECTION
MAR 18 1975
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

2894

# R E S O L U T I O N

3-17-75

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Halfway is an incorporated city of the State of Oregon and has a population of 360 as given by the latest official census; and

WHEREAS, the following streets of said city, Bell Street, Claude Street, and Main Street

RECEIVED
COUNTY & CITY SECTION
MAR 18 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are 'receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

cc-50, 1959 Rev.)

4. That the City of Halfway does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Milo Pope as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 17 day of March, 1975.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---

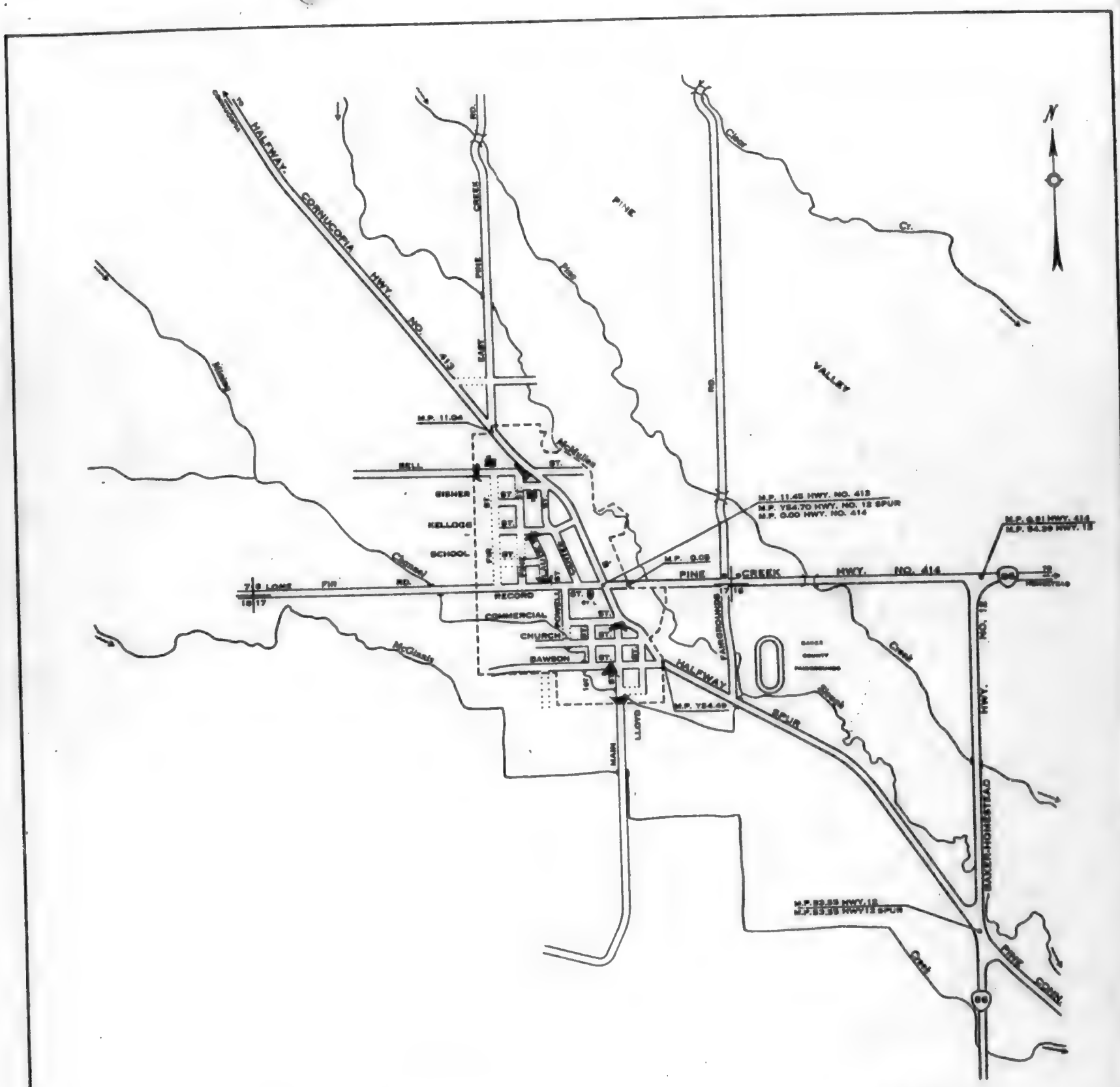
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Halfway at a regular or special meeting of said Council, held on the 13 day of March, 1975, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 17 day of March, 1975.

Carol Corak
City Recorder



(cc-50. 1959 Rev.)




Storm Sewer Outfall A
(in existing irrigation ditch)

Streets Proposed for Reconstruction

SIGNED ROUTES

INTERSTATE

U.S.

ORE.

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

# HALFWAY

BAKER COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 300

Scale in Feet

Revised April 1965

SCA

PROJECT DATA. CITY OF Halfway Date 3-16-75

To be financed by Special City Allotment Fund and necessary city funds.

Street name Bell Street, Claude Street, Main Street (Locate project on attached map.)

Project length Bell - 760', Claude - 570', Main - 950'

DESIRED STREET SECTION:

Standard roadway; width of travel way: Bell - 39', Claude - 34', Main - 39' feet, width of shoulders: 8 feet

Curbed section; width curb to curb: Bell - 55', Claude - 50', Main - 55' feet

Remarks Curbs partially in place on Bell and Main

Surface now in place: Oil ✓ Paving ____ Gravel ____

Present surface width: as above feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: Bell - 55', Claude - 50', Main - 55' feet

Additional right-of-way required? Yes ____ No ✓

State to furnish right-of-way descriptions? Yes ____ No ✓

Give width of intersecting streets: Bell - 60', Claude - 40' & 50', Main - 60'

Are intersecting streets curbed? Yes ____ No ____ Partially

Remarks ____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No ____ Partially

Width between present curbs: Bell - 55', Claude - 50', Main - 55' feet

City to construct curbs? Yes ✓ No ____

To be constructed as part of project? Yes ____ No ✓

Length of desired radius on curb returns: N/A feet

Does city desire special type of curbs? Yes N/A No ____

Explain: ____

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes___ No___ Partially

Present sidewalks, Length: N/A feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes___ No___

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: _____feet

Remarks Sidewalks are in place on various portions of the 3 streets. No additional sidewalk work is planned in the immediate future.

STORM SEWERS - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

Now in place?. Yes ✓ No___

If yes, are they adequate for increased flow? Yes ✓ No___

Indicate depth of main lines from present surface: 2½ feet

To be constructed by City? Yes___ No ✓

To be constructed as part of project? Yes___ No ✓

[Show location of outfall on city map.]

SANITARY SEWERS - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

Now in place? Yes ✓ No___ [NOTE: City to adjust if required.]

If yes, indicate depth of sewers from present surface: 4 feet

Remarks Actual depth ranges from 4'-6'

WATER MAINS: (City to adjust if required.)

Now in place? Yes ✓ No ___

If yes, how deep from present surface? 4 feet

Remarks _____

_____

DRIVEWAYS: ~~(All driveway construction beyond curb line to be at city's expense.)~~

To be constructed as part of project? Yes ___ No ✓

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? None

Must driveways be Portland cement to comply with city code? Yes ___ No ✓

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No ✓ (If yes, please include copy of ordinance.)

Remarks _____

_____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No ✓

Electric poles? Yes ✓ No ___

Which company? Idaho Power Co.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ✓ No ___

Which company? Pine Telephon Co.

Railroad tracks? Yes ___ No ✓

Which company? N/A

Is crossing presently protected by automatic railroad signals?

N/A Yes ___ No ___

Remarks _____

_____

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ____ No ✓

Clearing? Yes ____ No ✓

Base rock? Yes ____ No ✓

Concrete curbs? Yes ____ No ✓

Driveways? Yes ____ No ✓

Remarks _____

GENERAL INFORMATION:

Are city finances available? Yes ____ No ✓

When available? Date _____

Has city established grade on street? Yes ✓* No ____
(If yes, please include copy of data.)

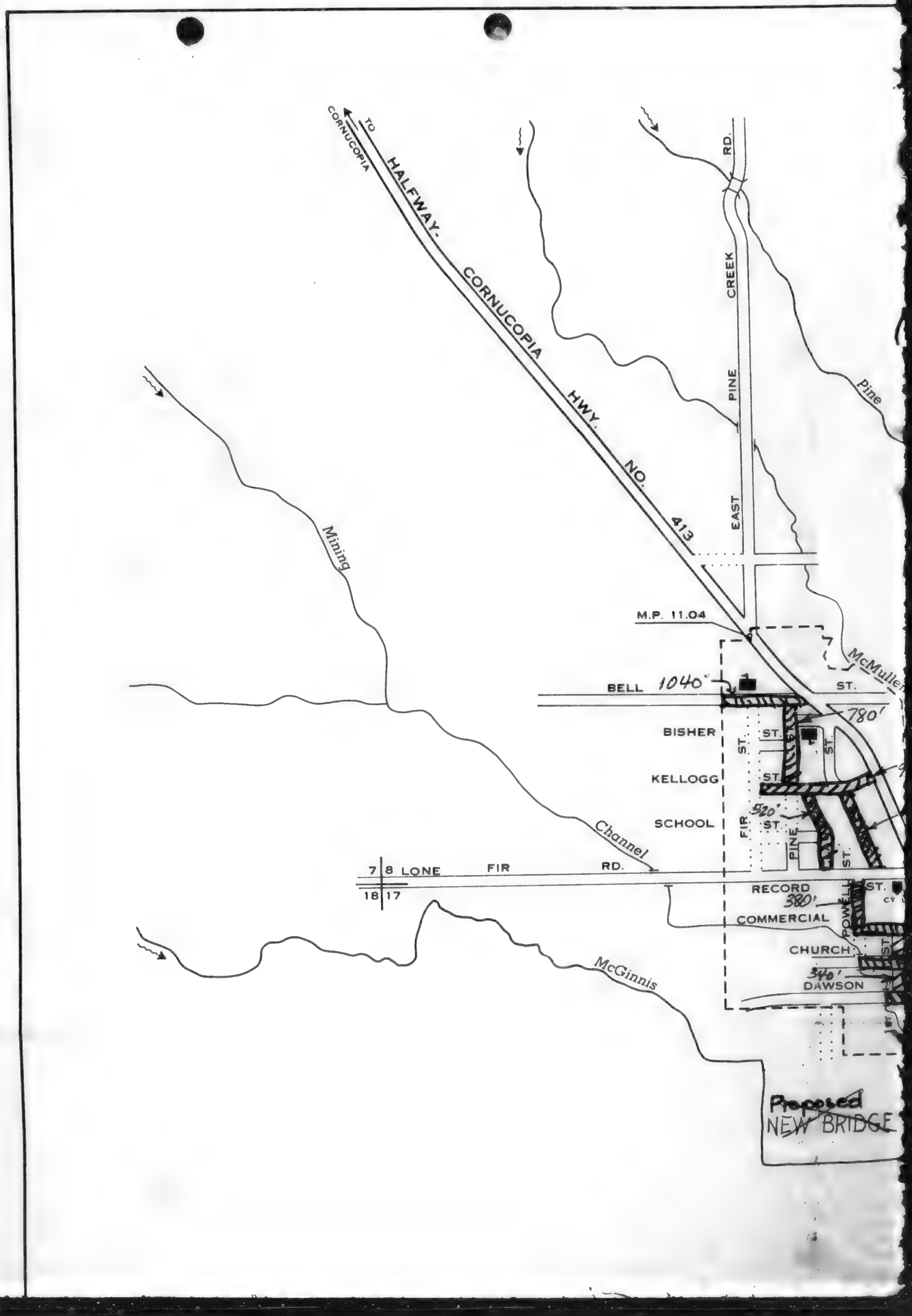
Please indicate site for disposal of excess excavated material: Will be designated on the ground by city official.

General remarks: * To be reconstructed on existing grades and locations.

By _____
Mayor

By _____
City Recorder or City Manager

By _____
City Engineer


TO CORNUCOPIA
HALFWAY.
CORNUCOPIA
HWY.
NO.
413
RD.
CREEK
PINE
EAST
Pine
Mining
M.P. 11.04
McMullen
ST.
BELL
1040'
780'
BISHER
KELLOGG
SCHOOL
520'
FIR
PINE
Channel
7 8 LONE FIR RD.
18 17
RECORD
380'
COMMERCIAL
POWELL
CHURCH
340'
DAWSON
McGinnis
Proposed
NEW BRIDGE

N

Clear

Cr.

PINE

Pine

RD.

VALLEY

McMullen

ST.

780'

900'

600'

520'

M.P. 11.45 HWY. NO. 413

M.P. Y54.70 HWY. NO. 12 SPUR

M.P. 0.00 HWY. NO. 414

M.P. 0.91 HWY. 414

M.P. 54.39 HWY. 12

M.P. 0.05

PINE 8 9 CREEK HWY. NO. 414

86

TO HOMESTEAD

17 16

FAIRGROUNDS

RECORD

380'

COMMERCIAL

POWELL

CY L

620'

CHURCH

900'

980'

540'

DAWSON

HALFWAY

BAKER COUNTY FAIRGROUNDS

Creek

Slough

M.P. Y54.49

SPUR

NO. 12 HWY.

Proposed NEW BRIDGE

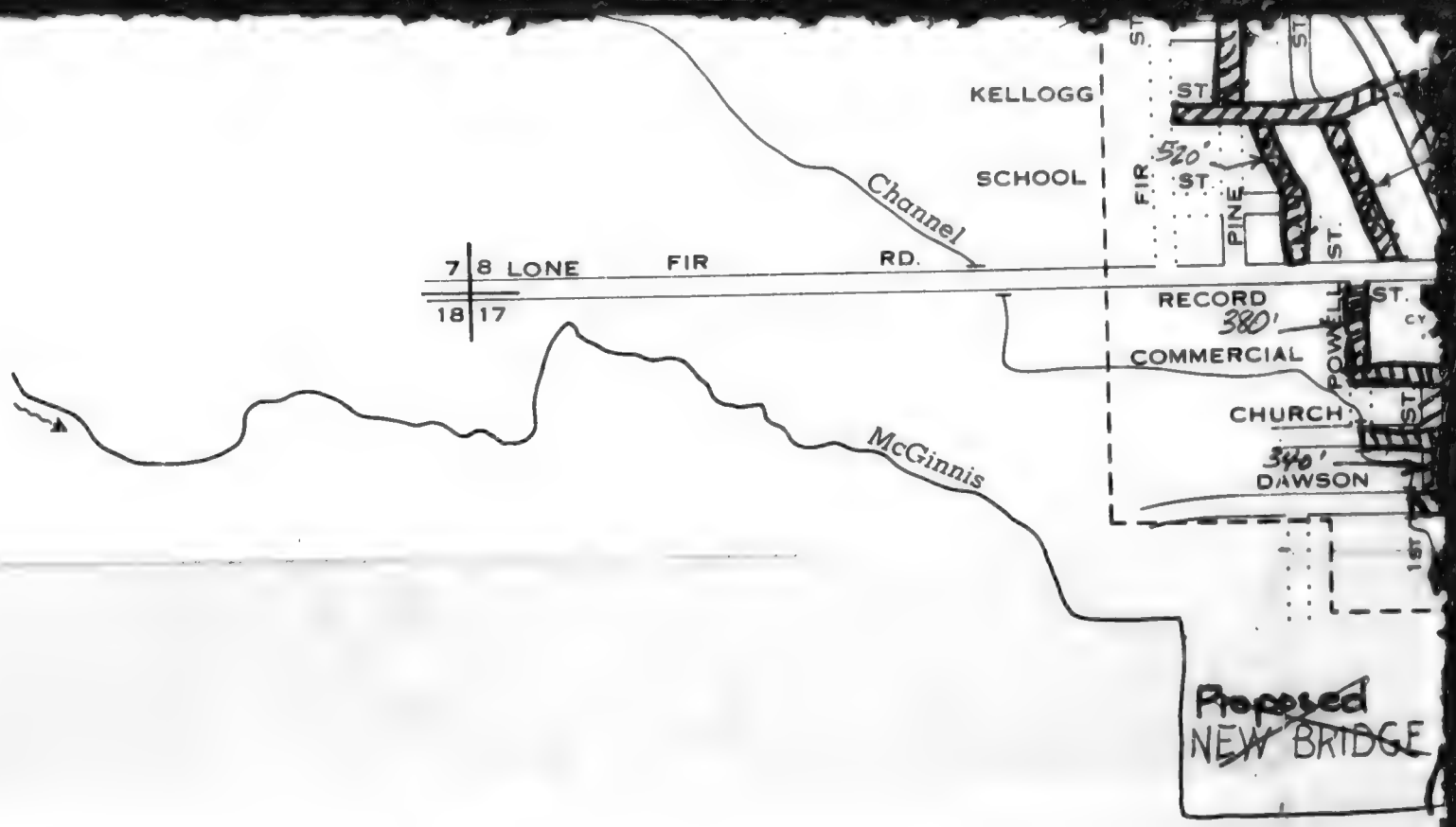
LLOYD

MAIN

TOTAL LENGTH 7,600'

1.44 miles

R-HOMESTEAD




SIGNED ROUTES

INTERSTATE 0

U.S. 00

ORE. 00

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CY – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

# HALFWAY

## BAKER COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 380

Scale in Feet

400 0 400 800

Revised April 1965

The Record-Courier
Baker, Oregon

X

8?1-/

SCA

PROJECT DATA. CITY OF Halfway Date 3-16-75

To be financed by Special City Allotment Fund and necessary city funds.

Street name Bell Street, Claude Street, and Main Street.
(Locate project on attached map.)

Project length Bell -760', Claude -570', Main -950'

DESIRED STREET SECTION:

Standard roadway; width of travel way: Bell-~~39'~~ 20 Claude-~~34'~~ 20 Main-~~39~~ feet, width of shoulders: 8 feet

Curbed section; width curb to curb: Bell-~~55'~~ 34 Claude-~~50~~ feet 36 Main-~~55'~~ 36

Remarks Curbs partially in place on Bell and Main.

Surface now in place: Oil as/ X Paving ____ Gravel ____

Present surface width: above feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: Bell-55' Claude-50 feet Main-55'

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: Bell-60', Claude-40'&60', Main-60'

Are intersecting streets curbed? Yes ____ No ____ Partially

Remarks ____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No ____ Partially

Width between present curbs: Bell-55' Claude-50' Main-55' feet

City to construct curbs? Yes X No ____

To be constructed as part of project? Yes ____ No X

Length of desired radius on curb returns: N/A feet

Does city desire special type of curbs? Yes N/A No ____

Explain: ____

RECEIVED
COUNTY & CITY SECTION
MAR 19 1975
☑ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

**SIDEWALKS** (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No____ Partially

Present sidewalks, Length: N/A feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes____ No____

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: _____feet

Remarks Sidewalks are in place on various portions of the three streets. No additional sidewalk work is planned in the immediate future.

**STORM SEWERS** - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

Now in place?. Yes X No____

If yes, are they adequate for increased flow? Yes X No____

Indicate depth of main lines from present surface: 2½ feet

To be constructed by City? Yes____ No X

To be constructed as part of project? Yes____ No X

/Show location of outfall on city map./

**SANITARY SEWERS** - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

Now in place? Yes X No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 4 feet

Remarks Actual depth ranges from 4' - 6'.

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ____

If yes, how deep from present surface? 4 feet

Remarks _____

_____

DRIVEWAYS: ~~(All driveway construction beyond curb line to be at city's expense.)~~

To be constructed as part of project? Yes ____ No X

Asphaltic concrete? Yes ____ No ____

Portland cement? Yes ____ No ____

How many? None

Must driveways be Portland cement to comply with city code? Yes ____ No X

Is there a city ordinance specifying width and number of driveways permitted?
Yes ____ No X (If yes, please include copy of ordinance.)

Remarks _____

_____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ____ No X

Electric poles? Yes X No ____

Which company? Idaho Power Co.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ____

Which company? Pine Telephone Co.

Railroad tracks? Yes ____ No X

Which company? N/A

Is crossing presently protected by automatic railroad signals?

Yes ____ No ____ N/A

Remarks _____

_____

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes ___ No X

Remarks _____

GENERAL INFORMATION:

Are city finances available? Yes ___ No X

When available? Date _____

Has city established grade on street? Yes X No ___
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: Will be designated on the ground by city official.

General remarks: *To be reconstructed on existing grades and locations.

By Milo J. Pope
Mayor

By _____
City Recorder or City Manager

By _____
City Engineer

8874

Robert W. Straub

February 7, 1975

Hon. Milo Pope
The Mayor
P. O. Box 738
Halfway, OR 97834

Dear Sir:

In response to your discussion with Representative Max Simpson, you will find enclosed copies of the necessary forms and information for the City's use in applying for a project under the 1976 Special City Allotment Program.

Our records show that Halfway has not applied for participation in this program since 1961.

I would like to mention that streets eligible for this program must be local in nature, not a part of the county or state road system, and receiving excessive wear through heavy or unusual traffic.

Each year we receive about 60 applications from the approximately 200 eligible cities of less than 5000 population. With only $250,000 total available annually for these projects, the applications must, of course,be reviewed very carefully.

Please feel free to contact this office if you have any questions regarding this or other highway matters.

Very truly yours,

D. N. Harwell
County and City Engineer

DNH:mm
Encl.

cc: Hon. Max Simpson
Ralph Sipprell
L. W. Rulien
W. E. Schwartz

☑ ENGR ☐ ASST. ☑ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

1979 Division St. ● Greenwood Ave. in Bend (Traffic signal installation) 8895

C.R. 6465 4-7-78 5-24-78

FFTS

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. |
|---|---|---|
| 1-18-82 | CC 82-02 | |

CREDIT DISTRIBUTION: 309-1012-295 $159.78

**BILL TO:** Code:

City of Bend

P.O. Box 431

Bend, Oregon 97701

Attn: Tom Gellner, City Engineer

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING - FAU PROJECT<br>Division Street at Greenwood Avenue<br>M-3225(1)<br>Agreement No. 6465 | | | |
| Fire Pre-emption Costs:<br>Installation $2,599.52<br>Testing 104.00 | | | $2,703.52 |
| TOTAL | | | 159.78 |
| City Share (5.91% of $2,703.52) | | | 190.00 |
| City Advance Deposit | | | |
| REFUND DUE CITY | | | $ 30.22 |

| | |
|---|---|
| Advance Deposit Amount | $ 190.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ --- |
| Balance | $ 190.00 |
| Transfer to Highway Fund | $ 159.78 |
| Refund Due | $ 30.22 |
| Partial or final request for billing | FINAL |
| Number of the previous request in connection with this service. | - - - - |

Amount Due . . . . . $

Submitted by:

Gary E. Zehner

Approved:

D. E. Swan, P.E.

SP*35736-734

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966 #R95

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO.

FHWA VOUCHER NO.

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED** 4-24-80

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

*(For use of Paying Office)*

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD — FROM 8-28-78 — TO 4-24-80

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. M-3225(1)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $ 6,974.20 | $ 6,974.20 | 85.77% | $ 5,981.77 | $ 5,981.77 | $ 0.00 |
| 49,092.94 | 48,775.72 | 88.18% | 43,010.43 | 43,010.43 | 0.00 |
| ~~$56,040.00~~ $067.14 | $55,749.92 | | $48,992.20 | $48,992.20 | $ 0.00 |

RECEIVED DIVISION OFFICE — BY — DATE

DIVISION OFFICE REVIEW MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS Oregon 3/11/81 V.E. Skoog, Controller

PE 309-1989
CONST. 309-1012

$ 0.00 ~~6-15-81~~ ~~Fire Precmpt~~ = ~~Pat Heather Engineers Office.~~ ~~#2400 says Rose~~ ~~Kate Anderson~~ 378-5211

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | **Division Street at Greenwood Ave. (Bend)** | | | | | |
| | **Deschutes County** | | | | | |
| | Preliminary Engineering | | | | | |
| | Type Code P.E. | | | | | |
| | State | | All Required | | $ 6,974.20 | |
| | Construction | | | | | |
| | Type Code Y031 Contract #8895 | | | | | |
| | Signals (Division St. at Greenwood Ave.) | | | | | |
| | Final Contract Payment Summary | | Lump Sum | | 40,797.09 | |
| SF0#1 | Vehicle & Pedestrian Signals-State Forces | | All Required | | 180.71 | |
| SF0#2 | Permanent Signing-State Forces | | All Required | | 74.90 | |
| SF0#3 | Install Low Post mounted signal-State Forces | | All Required | | 1,360.97 | |
| | Total Participating Construction | | | | $42,413.67 | |
| | Construction Engineering | | | | | |
| | State | | All Required | | 6,362.05 | |
| | Total Participating Costs | | | | $55,749.92 | |
| | Nonparticipating Items | | | | | |
| | Construction Engineering-State | | All Required | | 290.16 | |
| | Interest on Final Payments | | | | 27.06 | |
| | Total Nonparticipating Cost | | | | $ 317.22 | |
| | Total Project Costs | | | | $56,067.14 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 2/28/81. | | | | | |

AMOUNT CARRIED FORWARD .....

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO |
|---|---|---|---|---|---|
| | 109 988 | 290 00 | N 9 | | |
| | 109 988 | 301 00 | | | |
| | 109 988 | 305 00 | | | |
| | 109 988 | 311 00 | | | |
| | | 701 00 | | | |
| | | ** JOB TOTALS ** | | | ** |
| BEND DIVISION ST | CONT NO | * FA PROJ NOS N | | 235031 100 | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | ** JOB TOTALS ** | | | ** |
| BEECH PL-LAFETTE AVE | CONT NO | FA PROJ NOS N | | 235032 100 | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | ** JOB TOTALS ** | | 270.33 | ** |
| SP RR XING (DRAIN) | CONT NO | * FA PROJ NOS SPS | | 100 | |
| | 310 1944 | 301 00 | N 1 | | |
| | | 701 00 | | | |
| | | ** JOB TOTALS ** | | | ** |
| WASHINGTON ST TO ROSEBURG RD | CONT NO | * FA PROJ NOS N | | 035008 100 | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | ** JOB TOTALS ** | | | ** |

| PARTMENT | PREFIX | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | BRAND TOTAL TO DATE |
|---|---|---|---|---|---|---|
| | | | | | | 500.00 |
| | | | | | | 1,622.23 |
| | | | | | | 94.01 |
| | | | | | | 249.49 |
| | | | | | | 2,065.73 |
| | | ** JOB TOTALS ** | | ** | ** | 2,065.73 ** |
| | | | | | | STATE |
| CONT NO | FA PROJ NOS M | 235001 100 | | | | |
| | | | | | 48.99 | 5,981.77CR |
| | | | | | 48.99CR | 5,981.77 |
| | | | | | | 1,789.37 |
| | | | | | | 194.34 |
| | | | | | | 4,077.88 |
| | | | | | | 19.80 |
| | | | | | | 37.75 |
| | | | | | | 72.23 |
| | | | | | 57.12CR | 821.10 |
| | | | | | | 12.96 |
| | | | | | 57.12CR | 6,979.30 |
| | | ** JOB TOTALS ** | | ** | 57.12CR** | 6,979.30 ** |
| | | | | | | STATE |
| CONT NO | FA PROJ NOS M | 235002 100 | | | | |
| | | | | 122.12CR | 250.98CR | 1,229.15CR |
| | | | | | 750.98 | 1,729.15 |
| | | | | | | 28.73 |
| | | | | | 821.90 | 1,850.27 |
| | | | | | | 34.24 |
| | | | | | | 109.66 |
| | | | | 276.33 | 836.89 | 2,018.33 |
| | | | | | | 34.24 |
| | | ** JOB TOTALS ** | | 276.33 ** | 836.89 ** | 2,052.58 ** |
| | | | | | | STATE |
| CONT NO | FA PROJ NOS SRS | 100 | | | | 914.24 |
| | | | | | | 914.24 |
| | | ** JOB TOTALS ** | | ** | ** | 914.24 ** |
| | | | | | | STATE |
| ISURG 90 CONT NO | FA PROJ NOS M | 235000 100 | | | | 41,091.77 |
| | | | | | | 1,772.16 |
| | | | | | | 207.72 |
| | | | | | | 605.49 |
| | | | | | | 455.85 |
| | | | | | | 43,833.49 |
| | | ** JOB TOTALS ** | | ** | ** | 43,833.49 ** |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 308 | 1053 | 900 | 00 | N | 1 | | | | |
| | | | | | | TOT | | P | 1 | | | | |
| | | | | | | TOT | | N | 1 | | | | |
| | | | | | | ** JOB TOTALS ** | | | | | | | ** |
| DIVISION ST-GREENWOOD AV-BEND CONT NO 8895 & FA PROJ NOS M 225001 100 | | | | | | | | | | | | | |
| | | | | 309 | 1012 | 201 | 00 | P | 1 | | | | |
| | | | | 309 | 1012 | 206 | 00 | N | 1 | | | | |
| | | | | 309 | 1012 | 270 | 01 | P | 1 | | | | |
| | | | | 309 | 1012 | 270 | 02 | P | 1 | | | | |
| TOTAL TO DATE JOB COST SUMMARY | | | | | | | | | | | | | APRIL 1 |
| DESCRIPTION OF JOB OR DEPARTMENT | | | PREFIX | | | FUNCTION | | GR | | CURRENT MONTH | | | FISC YEAR TO |
| | | | | 309 | 1012 | 270 | 03 | P | 1 | | | | |
| | | | | 309 | 1012 | 296 | 00 | N | 9 | | | | |
| | | | | 309 | 1012 | 298 | 00 | N | 9 | | | | |
| | | | | 309 | 1012 | 900 | 00 | P | 1 | | | | 2 |
| | | | | 309 | 1012 | 900 | 00 | N | 1 | | | | 2 |
| | | | | 309 | 1012 | 920 | 00 | P | 1 | | | | |
| | | | | 309 | 1012 | 948 | 00 | N | 1 | | | | |
| | | | | | | TOT | | P | 1 | | | | 1 |
| | | | | | | TOT | | N | 1 | | | | 1 |
| | | | | | | ** JOB TOTALS ** | | | | | | | ** 1 |
| GLENWOOD DR-SCL BEND | | | CONT NO 8904 | | | FA PROJ NOS M | | | | 245001 100 | | | |
| | | | | 309 | 1013 | 201 | 00 | P | 1 | | | | |
| | | | | 309 | 1013 | 201 | 00 | N | 1 | | | | |
| | | | | 309 | 1013 | 203 | 00 | P | 1 | | | | |
| | | | | 309 | 1013 | 204 | 00 | P | 1 | | | | 6. |
| | | | | 309 | 1013 | 204 | 00 | N | 1 | | | | 1. |
| | | | | 309 | 1013 | 206 | 00 | N | 9 | | | | 5. |
| | | | | 309 | 1013 | 236 | 00 | N | 9 | 18 23CR | | | 5. |
| | | | | 309 | 1013 | 238 | 00 | N | 9 | 18 23 | | | 5. |
| | | | | 309 | 1013 | 900 | 00 | P | 1 | | | | |
| | | | | 309 | 1013 | 900 | 00 | N | 1 | | | | |
| | | | | 309 | 1013 | 920 | 00 | P | 1 | | | | |
| | | | | 309 | 1013 | 948 | 00 | P | 1 | | | | |
| | | | | | | TOT | | P | 1 | | | | 6. |
| | | | | | | TOT | | N | 1 | | | | 1. |
| | | | | | | ** JOB TOTALS ** | | | | | | | ** 7. |
| GREENWOOD AVE @ E 8TH (BEND) | | | CONT NO 8905 & | | | FA PROJ NOS MES | | | | 103003 100 | | | |
| | | | | 309 | 1016 | 201 | 00 | P | 1 | | | | 3. |
| | | | | 309 | 1016 | 201 | 00 | N | 1 | | | | 8. |
| | | | | 309 | 1016 | 204 | 00 | P | 1 | | | | 1. |
| | | | | 309 | 1016 | 204 | 00 | N | 1 | | | | |
| | | | | 309 | 1016 | 206 | 00 | N | 1 | | | | |
| | | | | 309 | 1016 | 210 | 01 | P | 1 | | | | |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | JOB | 1053 | 900 | 00 | N | 1 | | | | 11.48 | | 11.48 | | 80 | | 80 |
| | | | TOT | P1 | | | | | | | | 698.55 | | | | |
| | | | TOT | N1 | | | | | | 11.48 | | 11.48 | | | | |
| | | | ** JOB TOTALS ** | | | | | | ** | 11.48 | ** | 710.03 | ** | | | |
| END | CONT NO | 8895 | & FR | PROJ NOS | M | | 225001 | 100 | | | | | | STATE | | |
| | 309 | 1012 | 201 | 00 | P | 1 | | | | | | 40,797.09 | | 79 | | 79 |
| | 309 | 1012 | 206 | 00 | N | 1 | | | | | | 27.06 | | 79 | | 79 |
| | 309 | 1012 | 270 | 01 | P | 1 | | | | | | 180.71 | | 79 | | 79 |
| | 309 | 1012 | 270 | 02 | P | 1 | | | | 74.90 | | 74.90 | | 80 | | 81 |



| ENT | PREFIX | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE BEG | YRS END |
|---|---|---|---|---|---|---|---|---|
| | 309 1012 | 270 | 03 P 1 | | | 1,360.97 | 79 | 79 |
| | 309 1012 | 296 | 00 N 9 | | 90.86 | 43,010.43CR | 79 | 81 |
| | 309 1012 | 298 | 00 N 9 | | 90.86CR | 43,010.43 | 79 | 81 |
| | 309 1012 | 900 | 00 P 1 | | 233.04CR | 6,300.57 | 79 | 81 |
| | 309 1012 | 900 | 00 N 1 | | 290.16 | 290.16 | 81 | 81 |
| | 309 1012 | 920 | 00 P 1 | | | 61.48 | 79 | 79 |
| | 309 1012 | 946 | 00 N 1 | | 11.94 | 11.94 | 81 | 81 |
| | | TOT | P1 | | 158.14CR | 48,775.72 | | |
| | | TOT | N1 | | 302.10 | 329.16 | | |
| | | ** JOB TOTALS ** | | ** | 143.96 | ** 49,104.88 | ** | |
| | CONT NO | 8904 | FR PROJ NOS | M | 245001 | 100 | | | | | STATE | | |
| | 309 1013 | 201 | 00 P 1 | | | 361.49CR | 138,649.09 | 79 | 81 |
| | 309 1013 | 201 | 00 N 1 | | | 267.00 | 267.00 | 81 | 81 |
| | 309 1013 | 203 | 00 P 1 | | | | 1,200.00CR | 79 | 81 |
| | 309 1013 | 204 | 00 P 1 | | | 6,390.53 | 6,840.32 | 80 | 81 |
| | 309 1013 | 204 | 00 N 1 | | | | 6,840.32CR | 79 | 81 |
| | 309 1013 | 206 | 00 N 1 | | | 1,061.23 | 1,061.23 | 81 | 81 |
| | 309 1013 | 296 | 00 N 9 | | 18.23CR | 5,954.35CR | 127,980.56CR | 79 | 81 |
| | 309 1013 | 298 | 00 N 9 | | 18.23 | 5,954.35 | 127,980.56 | 79 | 81 |
| | 309 1013 | 900 | 00 P 1 | | | 20.32 | 659.71 | 79 | 81 |
| | 309 1013 | 900 | 01 P 1 | | | | 33.09 | 79 | 79 |
| | 309 1013 | 920 | 00 P 1 | | | | 221.16 | 79 | 79 |
| | 309 1013 | 946 | 00 P 1 | | | 69.01 | 69.01 | 81 | 81 |
| | | TOT | P1 | | | 6,611.37 | 145,267.38 | | |
| | | TOT | N1 | | | 1,328.23 | 5,512.09CR | | |
| | | ** JOB TOTALS ** | | ** | | 7,941.60 | ** 139,755.29 | ** | |
| NO) | CONT NO | 8995 | & FR PROJ NOS | MES | 103003 | 100 | | | | | STATE | | |
| | 309 1016 | 201 | 00 P 1 | | | 1,879.85 | 94,835.80 | 80 | 80 |
| | 309 1016 | 201 | 00 N 1 | | | 8,362.68 | 2,362.68 | 80 | 80 |
| | 309 1016 | 204 | 00 P 1 | | | 1,666.36 | | 80 | 80 |
| | 309 1016 | 204 | 00 N 1 | | | 381.65 | | 80 | 80 |
| | 309 1016 | 206 | 00 N 1 | | | 6.35 | 6.35 | 80 | 80 |
| | 309 1016 | 210 | 01 P 1 | | | | | 80 | 80 |

884-

STATE

☆ GOVERNMENT PRINTING OFFICE: 1974 — 738 - 628

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CC:
H.S. Coulter, OSHD

# FINAL ACCEPTANCE REPORT

4-22-80

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 2 | Deschutes | Oregon |
| **DATE OF REPORT** | **REPORT MADE BY** | | **PROJECT NO.** |
| 4-22-80 | David B. Carter, Area Engr. | | M-3225(1) |
| **COMPLETION DATE** | **ACCEPTANCE DATE BY CONTRACT AGENCY** | **TIME ELAPSED** | **CONTRACT TIME** |
| August 22, 1979 | Nov. 13, 1979 | See below * | See below |
| **APPROVED EXTENSIONS** | **LOCATION** | | |
| none | Intersection of Division St. & Greenwood Ave. in City of Bend, OR | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
APR 28 '80
REFER TO
Reuse
FOR
Info | Concur | R/D | D/R | Sec | Act | File

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

4/28 cf

DIVISION ST. @ GREENWOOD AVE. (BEND)
FAU 3225 (DIVISION STREET)
Traffic Signals

This project provided for the installation of a traffic signal at the intersection of Division St. and Greenwood Ave. in the City of Bend, OR.

Two "contract times" were set forth in the contract. The first contract time required that the traffic signal be in place in temporary (two phase) operation and that the span wire mounted sign be relocated within 90 calendar days. The second contract time required that all work be done within 180 calendar days. The contractor used 87 calendar days and 127 calendar days respectively.

The final amount of the original contract was $39,774.00. The original contract amount was $40,000. The final contract amount including charges and engineering was $48,923.14.

A final inspection of the completed work was made on October 22, 1979.

All participating work has been completed.

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE D.B. Carter | Original Signed by D. B. Carter Area Engr. | SIGNATURE G. K. Hossner | Original Signed By G. K. HOSSNER Field Operations Engineer |
| TITLE Area Engr. | DATE 4-24-80 | TITLE Field Operations Engr. | DATE 4-24-80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Hamilton Electric, Inc. No. 8836 | Beaverton/Hillsdale Hwy., @ 91st Avenue Washington County | November 13, 1979 |
| Hertz Electric, Inc., No. 8895 | Division St. @ Greenwood Ave. (Bend) Deschutes County | November 13, 1979 |
| Ross Bros. Const., Inc., No. 8651 | Skipanon River Bridge Clatsop County | November 14, 1979 |
| Roy L. Houck Const. Co. No. 8864 | Jewell Jct.-Summit (M.P. 22.90 & 25.32) Clatsop County | November 15, 1979 |
| Tice Electric Co. No. 8852 | Clackamas Hwy. @ Evelyn St. & Clackamas/Boring Hwy. Clackamas County | November 19, 1979 |
| Hertz Electric, Inc. No. 8900 | Santiam Hwy. @ Dewey St. (Lebanon) Linn County | November 19, 1979 |
| Roseburg Paving, Inc. No. 8717 | N.E. Diamond Lake Blvd.- S.E. Washington Ave. (Roseburg), Douglas Co. | November 20, 1979 |
| Babler Bros., Inc., No. 8979 | Sandy E.C.L.-E. Brightwood Loop, Clackamas County | December 4, 1979 |
| J. C. Compton Co., No. 8994 | Hudson Slough-BLM Reload, Douglas County | December 5, 1979 |

December 6, 1979

H. S. Coulter, State Highway Engineer

8895

CON 5
#8895

November 14, 1979

Fireman's Fund Insurance Co.
Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Gentlemen:

Contract No. 8895 awarded to Hertz Electric, Inc., for a traffic signal installation on Division Street at Greenwood Avenue in Bend in Deschutes County was completed on August 22, 1979, and accepted by the State Highway Engineer on November 13, 1979.

Final payment in the amount of $2,029.45 will be released to the contractor after November 19, 1979. The total contract amount is $40,797.09 including $208.05 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

rls

cc: Hertz Electric, Inc.
P. O. Box 577
Albany, OR 97321

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION | Form Approved; O M B No. 04-R2089 |
|---|---|---|
| MONTHLY TRANSACTION NUMBER 10-101 | | State Oregon |
| PROJECT REPORT NUMBER | MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT | County Deschutes |
| MODIFICATION NUMBER 1 | 10-25-79 | Project Number M-3225(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 14 , 1979 , is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 52,820.00 | $ 56,575.00 |
| Federal funds | $ 46,530.00 | $ 49,837.00 |
| Other revisions | | |

This modification is made for the following reasons:

To include increases in costs for project, under P.A.'s, E.W.O.'s and S.F.O.'s.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of October , 1979 .

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By D. D. Lowe

Operation Programming Engineer
*(Title)*

XXX For: H. S. Coulter

State Highway Engineer
*(Title)*

By _____

_____
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
*(Division Administrator)*

For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 927 494

Gen. File

Oregon State Highway Division
Salem, Oregon October 22, 1979

Federal Aid Project
No. M-3225(1)

Division St. at Greenwood Ave. (Bend)
FAU 3225 (Division St.)
Deschutes County

| | | |
|---|---|---|
| Type Code P.E. | | |
| Preliminary Engineering | All Required | $ 7,020.00 |
| Revised Project Agreement Estimate | | |
| Type Code Y031 | | |
| Signals (Division St. at Greenwood Ave.) | | |
| Subtotal of previous estimate of May 1, 1979 | | $40,000.00 |
| Revised Estimate | | |
| S.F.O. #2 - Permanent Signing | All Required | $ 1,000.00 |
| S.F.O. #3 - Install Low Mount Traffic Signal | All Required | 900.00 |
| S.F.O. #1 - Furnish Signal Heads | All Required | 154.00 |
| E.W.O. #1 - Repair & Modify Signal & Poles | All Required | 225.00 |
| P.A. #1 - Furnish Anchor Bolts | All Required | 815.00 |
| | | $ 3,094.00 |
| | Increase | $ 3,094.00 |
| | Subtotal | 43,094.00 |
| | Engineering | 4,781.00 |
| (Signal Control Testing) | Engineering | 1,680.00 |
| | Total | $49,555.00 |

Length of Project - - - - - 0.0 mile

SUMMARY OF FUNDS

| Descriptions | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 7,020.00 | $ 6,180.00 | $ 840.00 | $ - - - |
| Signals | 49,555.00 | 43,657.00 | 5,708.00 | 190.00 |
| Total | $56,575.00 | $49,837.00 | $ 6,548.00 | $ 190.00 |

Group 1 - 100%
Contract No. 8895
Prefix - 309-1989
Prefix - 309-1012

8895

OMB No. 04-R2089

| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION | State |
|---|---|---|
| MONTHLY TRANSACTION NO. [redacted] 5-155 | FEDERAL HIGHWAY ADMINISTRATION | Oregon |
| | FEDERAL-AID PROJECT AGREEMENT | County: Deschutes |
| | 5-14-71 | Project No.: N-3225(1) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 3-7-79 | 0.00 |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 88.1%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 52,820.00 | $ 46,530.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By [signature]

Technical Services Engineer
*(Title)*

By For: H. S. Coulter

State Highway Engineer
*(Title)*

By _____

_____
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
*(Division Administrator)*

For: A. L. Green

Date executed by Division Administrator MAY 14 1975

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, May 1, 1979

Federal Aid Project
No. M-3225 (1)

DIVISION ST. AT GREENWOOD AVE. (BEND)
FAU 3225 (DIVISION ST.)
DESCHUTES COUNTY

Project Agreement Estimate.

| | | | |
|---|---|---|---|
| Type Code P.E.<br>Preliminary Engineering | All Required | | $ 7,020.00 |
| Type Code Y031<br>Signals (Division St. at Greenwood Ave.) | | | |
| Temporary Protection and Direction of Traffic | All Required | | $ 1,000.00 |
| Temporary Signs | 136 Sq.Ft. | 4.00 | 544.00 |
| Flagmen | 60 Hr. | 22.00 | 1,320.00 |
| Traffic Signal Installation, Complete | All Required | | 37,136.00 |
| | Subtotal | | $ 40,000.00 |
| | Engineering | | 4,120.00 |
| | Engineering (Signal Cont. Testing) | | 1,680.00 |
| | Total | | $ 45,800.00 |

Length of Project - - - - - - - - - - - - - 0.00 mi.

Work Retained in Program Status
(not included in amounts below)

| | | |
|---|---|---|
| Permanent Signing | All Required | $ 1,000.00 |

SUMMARY OF FUNDS (88.1%)

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 7,020 | $ 6,180 | $ 840 | -- |
| Signals | 45,800 | 40,350 | 5,260 | 190 |
| Total | $ 52,820 | $ 46,530 | $ 6,100 | $190 |

Group 1 100%
Contract No. 8895
Prefix 309-1989
Prefix 309-1012

State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

8895

INTERMEDIATE AND FINAL INSPECTION REPORT

10-22-79

Initial and 8895

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 1 | Deschutes | Oregon |

IN COMPANY WITH: Unaccompanied

| DATE OF INSPECTION | INSPECTION MADE BY | PROJECT NO. |
|---|---|---|
| 10-22-79 | Original Signed by D. B. Carter Area Engineer David B. Carter, Area Engineer | M-3225(1) |

| QUALITY OF WORK* | PROGRESS OF WORK | TIME ELAPSED | WORK COMPLETED |
|---|---|---|---|
| Satisfactory | Satisfactory | 127/180 =71 % | 100 % |

DIVISION ST. @ GREENWOOD AVE.(BEND)
FAU 3225 (DIVISION ST)
DESCHUTES COUNTY

This project provided for the installation of a traffic signal at the intersection of Division Street and Greenwood Avenue in the City of Bend, Oregon.

The project was awarded to Hertz Electric, Inc., of Albany, Oregon 97321, on April 6, 1979. The contract amount was $40,000. The contract specified a completion time of 180 calendar days. There was also an intermediate completion time of 90 calendar days to place the traffic signal in temporary (two-phase) operation.

The project was complete and in operation at the time of this inspection. It is recommended the project be accepted.

11-16-79
Copies to:
Dale Allen
Norm Krehbiel
Robert Church
Jim Kinns
Don Harwell
W. F. Hart
Traffic Clerk

RECEIVED
STATE HWY ENGR
NOV 15 '79
REFER TO
FOR
Info | Inve. | R/D | D/R | Sign | Act | File

GAR

FORM FHWA-1446 A (12-73) FORMERLY PR-338

Previous Editions of PR-338 Will Not Be Used.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
# STATE HIGHWAY DIVISION

In Reply Refer to
File No. CON 5

DATE: September 25, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

RECEIVED
STATE HWY ENGR
NOV 8'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. M-3225(1)

Contract 8895, Work Completed August 22, 1979

Project Division St. @ Greenwood Ave. (Bend)

Highway FAU 3225

County Deschutes

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 10-22-79

G. K. Hansen
G. L. Green
Division Administrator

NOTED
H.S. COULTER

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Dale Allen
R. D. Church

Keasey | Richards
Jackmond | Berg
Hopkins | Inloes
Williams | Widmer
Johnson | Osbeuer
Glenn | Church

RECEIVED
NOV 7 1979
CONSTRUCTION
BRANCH

☆ U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 629

State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**INTERMEDIATE AND FINAL INSPECTION REPORT**

Initial and STATE COPY

*(Check appropriate box)* ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 1 | Deschutes | Oregon |

IN COMPANY WITH: Unaccompanied

| DATE OF INSPECTION | INSPECTION MADE BY | PROJECT NO. |
|---|---|---|
| 10-22-79 | Original Signed by D. B. Carter Area Engr David B. Carter, Area Engineer | M-3225(1) |

| QUALITY OF WORK* | PROGRESS OF WORK | TIME ELAPSED | WORK COMPLETED |
|---|---|---|---|
| Satisfactory | Satisfactory | 127/180 = 71 % | 100 % |

DIVISION ST. @ GREENWOOD AVE.(BEND)
FAU 3225 (DIVISION ST)
DESCHUTES COUNTY

This project provided for the installation of a traffic signal at the intersection of Division Street and Greenwood Avenue in the City of Bend, Oregon.

The project was awarded to Hertz Electric, Inc., of Albany, Oregon 97321, on April 6, 1979. The contract amount was $40,000. The contract specified a completion time of 180 calendar days. There was also an intermediate completion time of 90 calendar days to place the traffic signal in temporary (two-phase) operation.

The project was complete and in operation at the time of this inspection. It is recommended the project be accepted.

RECEIVED
STATE HWY ENGR
NOV 15 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Agt | File

11/15 ey

FORM FHWA-1446 A (12-73) FORMERLY PR-338 — Previous Editions of PR-338 Will Not Be Used.

8815

FORM 81-734-2001
OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Division St. @ Greenwood | | WEEK ENDING: September 22, 1979 |
| | | SECTION PREFIX: 309-1012 |
| HIGHWAY: FAU 3225 (Division St.) | | COUNTY: Deschutes |
| NAME OF JOB: Division St. @ Greenwood Ave. (Bend) | KIND OF WORK: Traffic Signal Installation | |
| CONTRACTOR: Hertz Electric, Inc. | CONTRACT NUMBER: 8895 | FEDERAL AID PROJECT NUMBER: M-3225(1) |
| DATE OF CONTRACT: April 6, 1979 | DATE WORK STARTED: May 2, 1979 | ESTIMATED COMPLETION DATE: 10/15/79 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION: | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS 180 | CALENDAR DAYS USED 127 |
| | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED |
| PROJECT AUTHORIZATION: $ 48,868.00 | | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99 |
| EXCLUSIVE OF ENGINEERING: $ 44,600.00 | ENGINEERING AUTHORIZATION $ 4,268.00 | |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 44,600.00 | ENGINEERING COST TO DATE $ 2,708.91 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96 |
| ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ % | PERCENT OF AUTHORIZATION 63 % | DATE PROJECT WAS COMPLETED: |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
| MILES IN PROJECT | | | | | | | |
| MILES PARTIALLY COMPLETED | | | | | | | |
| MILES COMPLETED | | | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | | | |
| HOURS PER SHIFT | | | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

RECEIVED
SEP 24 1979
CONSTRUCTION BRANCH

Kirby — Richards
Jackmond — Byrd
Hopkins — Inloes
Williams — Widmer
Johnsen — Gebauer
Glenn — Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Status: Project Completed.

Const.(3)
Region
file

SIGNED N.D. Krehbiel Sue Kauffman LOCATION Redmond

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8 9 2

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

**LETTER OF APPROVAL AND/OR AUTHORIZATION**

8 - 1 - 79

FEDERAL AID PROJECT NO.: M-3225(1)

STATE PROJECT NO.: See below

COUNTY NAME: Deschutes

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80379

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 24 '79
REFER TO
Nothing
FOR

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 3-7-79 | 8-1-79 | FAU-3225 | City Street |

GENERAL LOCATION:

Division Street at Greenwood Avenue (Bend)

GENERAL DESCRIPTION OF WORK:

Install Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXXX~~ ~~XXXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of August 1, 1979, as requested in Mr. Keasey's letter of August 8, 1979, as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $900 - Federal Funds $793.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 9-11-79 | | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-815

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-3225(1)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80379

COUNTY NAME: Deschutes

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

orig to

STATE HIGHWAY DEPT
SP 2479
REFER TO
Mahoney
FOR
dup | ltr | sig | ck | ap | file

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 3-7-79 | 8-1-79 | FAU-3225 | City Street |

GENERAL LOCATION:
Division Street at Greenwood Avenue (Bend)

GENERAL DESCRIPTION OF WORK:
Permanent Signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXXX~~ ~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of August 1, 1979, as requested in Mr. Keasey's letter of August 8, 1979, as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $1,000 - Federal Funds $881.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 9-10-79 | [signature] | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—781-818

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-3225(1)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80379

COUNTY NAME: Deschutes

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 3-7-79 | 7-23-79 | FAU 3225 | City Street |

GENERAL LOCATION:

Division Street at Greenwood Avenue (Bend)

RECEIVED
STATE HWY ENGR
AUG 16 '79
REFER TO
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

GENERAL DESCRIPTION OF WORK:

Furnish 1 vehicle signal and 2 pedestrian signals with mounting hardware.

8-16 ok

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXXX~~ ~~XXXXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of July 23, 1979, as requested in Mr. Keasey's letter of July 31, 1979 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for TEC NTE $154 - Federal Funds $136.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 8-14-79 | [signature] | for Division Administrator |

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-618

8895

Form E-49

OREGON STATE HIGHWAY DIVISION 3-79

TABULATION SHEET

SHEET ..... OF ..... SHEETS

DIVISION @ GREENWOOD

| | ITEM | | UNIT | Quantity STATE | Quantity CITY | Unit Price | Cost STATE | Cost CITY |
|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | |
| 2 | Temporary Protect | | | | | | | |
| 3 | and Direct Traffic | | All | 100% | | | 1000 00 | |
| 4 | Temporary | Signs | Sq ft. | 136 | | 4 - | 544 00 | |
| 5 | Flagman | | Hour | 60 | | 22 - | 1320 00 | |
| 6 | Traffic Signal | | | | | | | |
| 7 | Installation, Complete | | All | 93% | 7% | 37,136 - | 34,536 48 | 2,599 52 |
| 8 | | | | | | | 37,400 48 | 2,599 52 |
| 9 | Additional Antic. | | | | | | | |
| 10 | Permanent Signing | | All | 100% | | | 1000 - | |
| 11 | Signal Controller | | | | | | | |
| 12 | Testing (Engineering) | | All | 87% | 13% | 1680 - | 1461 60 | 218 40 |
| 13 | | | | | | | 39,862 08 | 2817 92 |
| 14 | | | | | | | | |
| 15 | 4½% Contingencies | | | | | | 1793 79 | 126 81 |
| 16 | 10 % Engineering | | | | | | 3986 21 | 281 79 |
| 17 | | | | | | | 45,642 08 | 3226 52 |
| 18 | | | | | | | | |
| 19 | | | | | | | | |
| 20 | | | | | | | | |
| 21 | | | | | | | | |
| 22 | | | | | | | | |
| 23 | | | | | | | | |
| 24 | | | | | | | | |
| 25 | | | | | | | | |
| 26 | | | | | | | | |
| 27 | | | | | | | | |

SP*02569-734

8845

March 29, 1979

City of Bend
P.O. Box 431
Bend, Oregon 97701

Attn: Thomas L. Gellner, P.E.
City Engineer

Gentlemen:

On March 29, 1979 a satisfactory bid was received from Hertz Electric Inc., P.O. Box 577, Albany, Oregon 97321 for Installing a Traffic Signal at Greenwood and Division, FAU 3225. The advance deposit based on the anticipated construction costs of their bid is as follows:

| Bid Items | City | State |
|---|---|---|
| | $37,400.48 | $2,599.52 |
| Permanent Signing | 1,000.00 | |
| Signal Controller Testing (Engineering) | 1,461.60 | 218.40 |
| 4½% Contingencies | 1,793.79 | 126.81 |
| 10% Engineering | 3,986.21 | 281.79 |
| ESTIMATED TOTAL COST | $45,642.08 | $3,226.52 |

City's Advance Deposit:
6% of $3,226.52 = $193.59 or say $190.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than April 20, 1979.

Please make your check for $190.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
G. W. WIMER

Gerald Wimer
Local Government Manager

FFH:pf

bcc w/AD # 610: Region 4 Federal Aid Specialist
Vern Skoog-Please return completed AD #610 when check is received.

4-6-79
Check
Cont. Awarded
Hogeboom matter

8895

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL A /OR AUTHORIZATION

2 3 7 7

FEDERAL AID PROJECT NO. M-3225(1)

STATE ...IECT NO. See below

COUNTY NAME Deschutes

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80379

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 15 '79
REFER TO,
FOR

| Info | Howes | R/D | D/R | Sam | Art | File |
|---|---|---|---|---|---|---|
| | | | | | | |

ord to 3-15

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 3-7-79 | 3-7-79 | FAU 3225 | City Street |

GENERAL LOCATION:

Division Street at Greenwood Ave. (Bend) Section

GENERAL DESCRIPTION OF WORK:

Traffic Signal Installation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's March 5, 1979 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $46,365 - Federal Funds $40,847.

A signed copy of the Title Sheet is returned herewith.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 3-7-79 | G. L. Hansen | for Division Administrator |

FORM PR-1240 (REV. 6-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-767

8895

Section [illegible] Programming Estimate $ [illegible]

Highway [illegible] 2-28-79 Project Length [illegible]

County [illegible] Completion Time [illegible]

Kind of Work [illegible] [illegible]

Prefix [illegible] FA Project N [illegible]

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 40,494.00

Anticipated Additional Items:

| | |
|---|---|
| Royalty Payment | |
| Building Permit Fees | |
| Slide Correction | |
| Railroad Protective Costs | |
| Other Railroad Costs | |
| Permanent Signing | [illegible] |
| Permanent Pavement Striping | |
| Temporary Pavement Striping | |
| Remove Pavement Striping (Exist. & Temp.) | |
| Temporary Erosion Control | |
| State Furnished _____ | |
| Install Water Meter | |
| Furnish Water | |
| Laboratory Fees | |
| On the Job Trainees | |
| State Responsibility for Damages | |
| Signal Controller Testing (Engineering) | 1000 |
| Bikeway Signs | |
| Furnish Mail Box Posts | |
| Adjust Utilities _____ | |
| _____ | |
| _____ | |
| _____ | |
| Misc. Permit Fees _____ | |
| _____ | |

[illegible] $ [illegible]

Split C 8895 13 Giving L. Drake 3-12-79. H.

| | | |
|---|---|---|
| | 43174.00 | [illegible] |
| Contingencies (4-1 2%) | 1142.53 | [illegible] |
| Engineering ( 2 %) | 4317.40 | [illegible] |
| SUBTOTAL | | $ |
| Credit for _____ | | |
| Estimated Net Authorization Construction | 44431.93 | $ [illegible] |

APPROVED

[illegible] 2-5-79

Road Design Engineer

Rec'd. 2-28-79
OK

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date 3-77

Section Parrish St. - Second Ave. (Bus.)

County Curry

Kind Of Work Traffic Signal Installation

Length —

Name Butler

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| 1 | Temporary Protection and Direction of Traffic | | Lump Sum | All | Lump Sum | 427 |
| 2 | Temporary Signs | | Sq. Ft. | 136 | 6.00 | 816 |
| 3 | Flagmen | | Hour | 60 | 22.00 | 1320 |
| 4 | Traffic Signal Installation, Complete | | Lump Sum | All | Lump Sum | 37431 |
| | | | | | | |
| | Total | | | | | 42474 |

split
S - C
93% 7%
by L. Drake
3-12-79
(M)

8895

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

December 15, 1978

FILE: 309-1989

FROM: Dale D. Allen
Region Engineer

TO: E. S. Hunter
Manager, Office of Technical Services

SUBJECT: Request for Contract Date
Traffic Signal
Greensood & Division
City of Bend

The City of Bend currently has a FAUS project scheduled for the March 29, 1979 letting. This signal is a key phase of several construction projects underway on Division Avenue scheduled for completion next spring. The work underway includes grading, paving and a structure required to upgrade Division Street to provide an alternate north-south arterial to Third Street (US 97).

The City has received considerable pressure from the locals to "get Division Street done". To accomplish this end, they have committed almost all their efforts and funds the past 18 months.

The State has the minor responsibility on this project, to design and award a signal contract. I understand there is a possibility the letting date may be delayed. Ed, the purpose of this letter is to request that if any changes are made in the letting date, it should be advanced. The City has offered a suggestion on the attached letter that would overcome the delays anticipated for delivery of equipment. Their request is to set up the contract to use City owned poles and mast arms and a "loaner" controller we have recently installed at Third and Wilson.

If you concur, please have the contract set up accordingly and for the earliest possible letting date.

Note - Presently scheduled for 3-29-79 letting

DA:mr

encl

cc: ~~B.~~ H. Moehring
L. E. George

REC'D 2-26-79
cc: DE. SWAN
N

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
TE ☑1 TAE ☐2 OPE ☐
DEC 1 1978
Title: PM FA
LG

12-19-78 Dwaye Hofstetter says present plan to make March letting w/240± day completion. Studying use of St equip w/60-90 day " which approximates use of 3rd St equip. Problem in design of 2 vs 3 phase. City not agreable to prohibiting left turns from Greenwood. Will send us copy reply expected in 1-2 days

Zahner
Give Swan Copy

CITY of BEND

P.O. BOX 431 • BEND, OREGON 97701 • (503) 382-4211

December 15, 1978

Mr. Dale Allen
Oregon State Highway Division
P.O. Box 1249
Bend, Oregon 97701

Dear Mr. Allen:

RE: Traffic Signal at Greenwood and Division

During the month of March 1979, we will open Division Street to traffic. As soon as it opens, Division Street will be a major north-south arterial in the City of Bend. One of the vital features in the street's effective use is the traffic signal at Greenwood. The signal is now under design by the State Highway Division, and if the project proceeds as other signal jobs have, the long delivery time on signal equipment will delay the signal installation far past the time of street opening. We feel that it is vital to the project that we have a signal at Greenwood and Division before March 1979, and it is with that in mind that we offer the following suggestions.

We are in the process of removing a two phase signal at 3rd and Wilson here in the City, and installing a six phase signal. That equipment could be installed at the Greenwood intersection on an interim basis until the three phase system is ready.

We would like to use, on a permanent basis, all used equipment from 3rd and Wilson appropriate to a three phase setup at Greenwood, poles, mastarms, etc.

In summation, if the permanent three phase signal cannot be in place by March, we would like the used two phase setup from 3rd and Wilson to be used on an interim basis, and we want to use as much of the used equipment as possible on the new three phase installation.

If you have any questions on this topic, please call at your convenience.

Sincerely,

Thomas L. Gellner

Thomas L. Gellner, P.E.
City Engineer

TLG:bf

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE DEC 15 1978 RDE
RSO REGION 4 RBE
ASSIGNED

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

12-7-78

709

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-3225(1)
Project Name Division @ Greenwood (Bend)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Bend, Oregon, this 7th day of DEC., 1978

City of Bend

Certified By:

Regional Right-of-Way Supervisor
Date Dec 8, 1978

Mayor

City Recorder

CC: DE Swan
CT Keasey
R. Trigsted

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

Sent 12-11-78 cf.

LOCATION
NARRATIVE REPORT

10-9-78

Division St. (Bend)

Deschutes County

Prefix No. 309-1989-901

City Street

The purpose of this survey is to obtain field datum for the location of traffic signals at the Greenwood-Division Street intersection in the City of Bend, Deschutes County.

The City of Bend presently has a contract for street widening on Division Street north of Greenwood Avenue and has future plans for widening Division Street south of Greenwood Avenue. A plan obtained from the City for this work has been included in the data submitted.

Division Street is being made to carry traffic north and south thru the City. A contract is presently being advertized for a bridge on Division Street crossing Franklin Avenue a few blocks south of the subject intersection. After this construction is completed there will be a need for signals at the Greenwood-Division Street intersection.

A profile was plotted showing the problem of low clearance (10') with the BNRR Bridge U'xing just east of the subject intersection over Greenwood Avenue. A signal location will have to consider sight distances for a vehicle traveling west on Greenwood Avenue. This bridge has railroad cars parked either on or close to the structure many hours a day as the railroad station is immediately north of the structure, which prevents the possibility of sighting over the structure.

The future pole locations may require excavation in solid lava rock.

Photos of this intersection have been taken from a 5½' height (H.I.) and show the problems of sight distance traveling west on Greenwood Avenue and also show existing intersection features.

W. W. Robertson

W. W. Robertson
Resident Engineer

REC'D 10-9-78

8775

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
~~August 29, 1978~~
9-5-78

FILE: PRE LOC
3225

FROM: John R. Hagedorn
Region Federal Aid Engineer

TO: Gerald Wimer
Project Management

SUBJECT: Project Request & Assessment
Division St. @ Greenwood Ave.
Traffic Signals, City of Bend

As you know, the City of Bend has decided to construct their Division Street Bridge over Franklin Avenue with their own funds. Included in that project, but under a separate agreement, was the installation of a traffic signal at Division and Greenwood.

Because both the bridge and the signal were included in the original project request and assessment, I requested the City to revise them and re-submit. This they have done, and I forward to you for further processing.

JRH:pw
Enclosure

9-5-78
Called Hagedorn re: notifying City of env. concerns for future funding of Division St. improvements. He has discussed w/C. Ty, but will go over w/them again & document the files. They have told him no Fed. funds for Division St. widening projects.

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
AUG 31 1978

File: PM FA
TAA Zehner LG OP

The reidentification of this project involves cancelling Franklin St structure. Get letter from Hagedorn covering Cities awareness of Environmental concerns exist.

8295

## MEMO OF CALL OR VISIT

TO G. W. Wimer

SECTION | DATE 8/29-78 | TIME 8:05 A.M.

NAME, ORGANIZATION OF CALLER

Bob Pool

ACTION

☑ TELEPHONED ☐ VISITED OFFICE ☐ RETURNED YOUR CALL

☐ RADIO'D

☐ REQUESTED YOU CALL HIM AT _____ ☐ _____

☐ WILL VISIT OFFICE AGAIN AT _____ A.M. P.M. ON _____

MESSAGE

Not sure they can issue permits in City. Our highway is routed over city street. We only maintain from curb to curb.

SIGNATURE

FORM 61-734-3361

Holmes (8-30-78) Proceed w/agreement.
Hold Zehner from cancelling FAU project until city acknowledges Environmental Statement impact.
Mention this is in your transmittal unless we've heard beforehand

Jerry

Draft to typist 8/31/78
Mainor

DmH.

LRW BND 21 8-13-78 4 5 PM

GERALD WIMER
PROJECT MANAGEMENT

PLEASE PREPARE A CONSTRUCTION MAINTENANCE AGREEMENT WITH CITY OF BEND FOR THEIR CONSTRUCTION OF DIVISION STREET BRIDGE OVER THE RETAINING WALL APPROACH TO OUR RR UNDER PASS
XX RETAINING WALL APPROACH TO OUR FRANKLIN AVE RR UNDERPASS, CITY PLANS TO ADVERTISE FOR BIDS SEPT 22 1978.

LEN WALLACE HAS A COPY OF THE PROPOSED BRIDGE PLANS. PLEASE CONFUR WITH HIM.

PLEASE ADD THE FOLLOWING TO THE STANDARD AGREEMENT -

CITY TO RPOVIDE POWER FOR BOTH NEW AND EXISTING ILLUMINATON.

CITY TO CONSTRUCT AND MANTAIN THEIR BRIDGE.

CITY TO ALTER OUR STRUCTURE - RETAINING WALLS - AS PER THE APPROVED PLANS.

R C POLLXX POOL
KA$\frac{3}{4}$49

8-28-78 Hodgdon will confirm w/ Pool that he doesn't want to use Permit.

Holmes— Please prepare agreement, but have Zehner hold off Cancelling FAU structure Project until City is made aware of Environmental ramifications J Wimer

8-17-78 Reviews

City of Bend,
Division St FAU Projects
Signal at Greenwood
Structure at Franklin

Harry Potter

1) Submitted to Feds as Category 3 Non-major
2) Feds approved signal only as " " " "
   Require Negative Declaration for structure
3) This office reviewed w/ City
   Determined they proposed to drop structure
   Signal is clear providing warrants are met
   Therefore he dropped further Environ work.
4) If City builds structure w/o Neg Dec & wants future project on route:
   May still need to file Neg Dec in future even
   though future work might not have
   otherwise req'd Neg Dec

In summary, City cannot avoid
Environmental reviews by segmenting.

Duane Hofstetter — See attached memo for signal warrants

John Hagedorn —

1) Reviewed above w/him
2) Also request for Franklin St ltr Agreement
3) He'll contact city re Environmental Problems
   He'll send us copy letter or memo
   We can <u>then</u> cancel
4) In interim we'll write structure agreement

DMH:

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

8895 8-28-78

FEDERAL AID PROJECT NO. M-3225(1)

STATE PROJECT NO. See below

COUNTY NAME Deschutes

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80379

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

Copies to
Gifford
Catterson
Trent
H Patter
Region 4
H. Zehner

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| | 8-28-78 | FAU 3225 | City Street |

GENERAL LOCATION:

Division St., at Greenwood Ave (Bend) Section

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work
TEC NTE $4,000.
F.F. 3,430.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-16-78, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2 paragraph 10e.

STATE WILL PROVIDE MATCH

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 8-28-78 | | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8895

FEDERAL AID PROJECT REQUEST

Date Oct. 14, 1977 Rev. 8-16-78

Applicant Agency City of Bend

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. ____ Route Name Division Street

Project Name Division St. at Greenwood intersection - Traffic Signals

Project Length Urban intersection Project Location (Attach sketch map)

Project Description Construct traffic signals at Greenwood-Division St. intersection. Division St. has been designated as a major arterial in the City of Bend in accordance with the Bend Area General Plan. Traffic signal construction is a major step toward the upgrading of Division St. to collector standards.

Average Daily Traffic 11,000 Gr.; Minor Div. Design Speed 25 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 30' Travel Lanes 2 Shoulders No

Medians No Parking Yes

Sidewalks No

Remarks Curbs

2. Desired Roadway Cross Section: (Attach sketch)

Width 48' Travel Lanes 3 Shoulders ____

Medians No Parking No

Curbed Yes Length Curb Radii 20'

Sidewalk/Bikeway Sidewalk & Bikeway each side

Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Division, 80' Greenwood Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location Division St. at Greenwood intersection

Type to be determined
Phases multiphase
Type of Suspension Pole mast arm
Interconnected No
Remarks Advance warning on Greenwood Ave. east approach

3. Permanent Signing:

Include in project or by applicant? Include in project

4. Permanent Striping:

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

One std. 7,000 lumen at NW & SE corners of Division & Greenwood

2. Proposed Illumination:

Location Same
Type Mount std. lights on signal poles as required

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location NA
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location NA

Approximate Size: Length Width

Are sidewalk/bikeways desired: Yes

Are any utilities to be attached to structure? Street lights, probably emergency vehicle priority system

Are provisions for illumination desired? Yes

Are there any unusual or complicating conditions? Yes. Proximity of low clearance railroad overcrossing at east approach to the project intersection may influence signal design.

Remarks

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes X No

   Name of Railroad Burlington Northern
   Existing Crossing Protection Separated

2. Will existing railroad crossing be altered? No

   Remarks Location may affect signal design

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Bend City Engineer
2. Environmental — " Office
3. Public Hearing — " Office

Remarks

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ____ State X Consultant ____

2. Project construction engineering to be performed by:

Applicant_____ State X . Consultant_____

3. Will applicant perform any work prior to or after award of contract?

Yes X No_____

If "yes," describe briefly: Perform street work on Division St. north of Greenwood

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $_____ |
| Right-of-way costs (if participating) | _____ |
| Traffic control | 50,000 |
| Illumination | _____ |
| Structures | _____ |
| Railroad | _____ |
| Other_____ | _____ |
| Preliminary engineering | 5,000 |
| PROJECT TOTAL | $ 55,000 |

Remarks_____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Bend, Oregon and/or _____ COUNTY

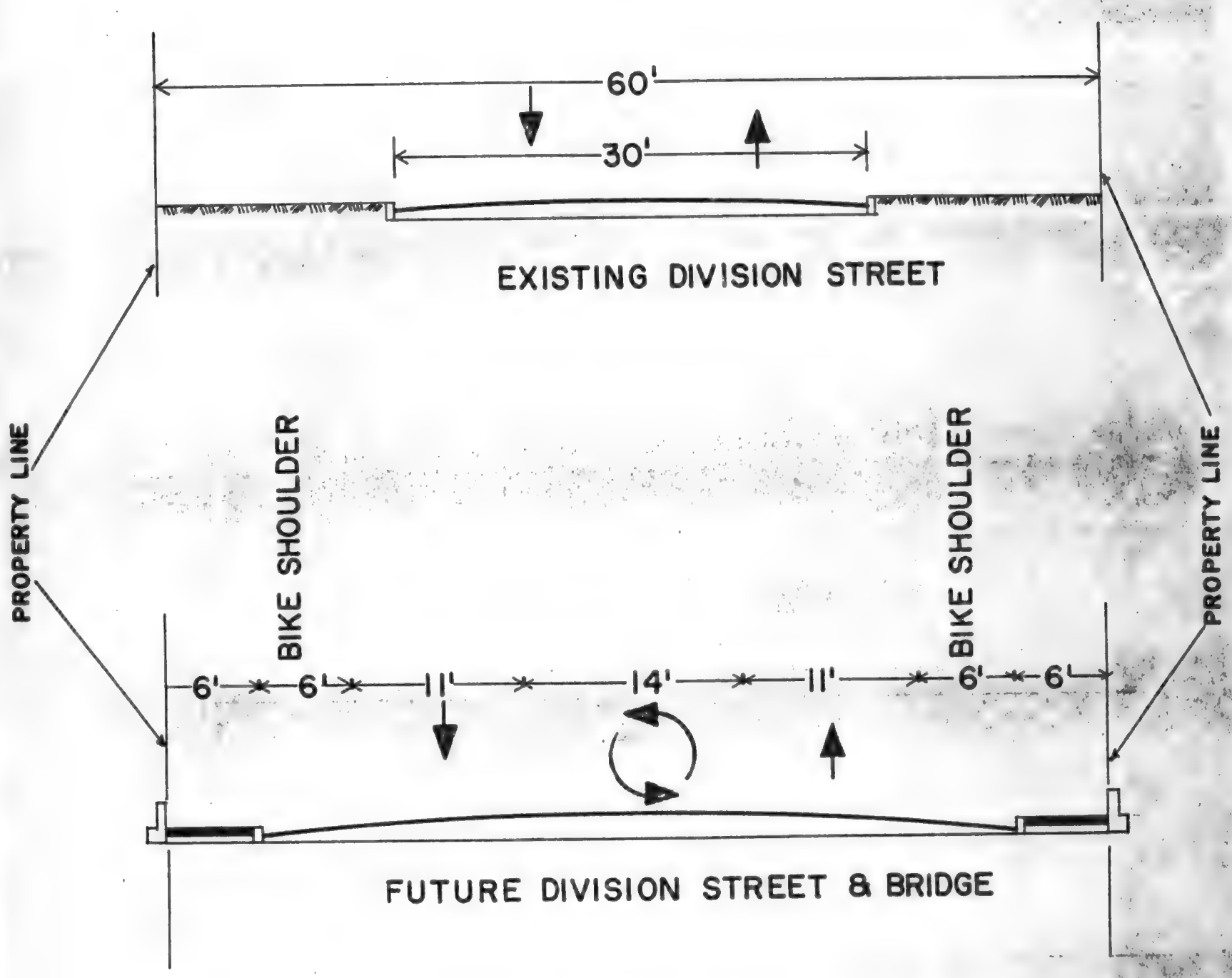
By Arthur P. Johnson
City Manager

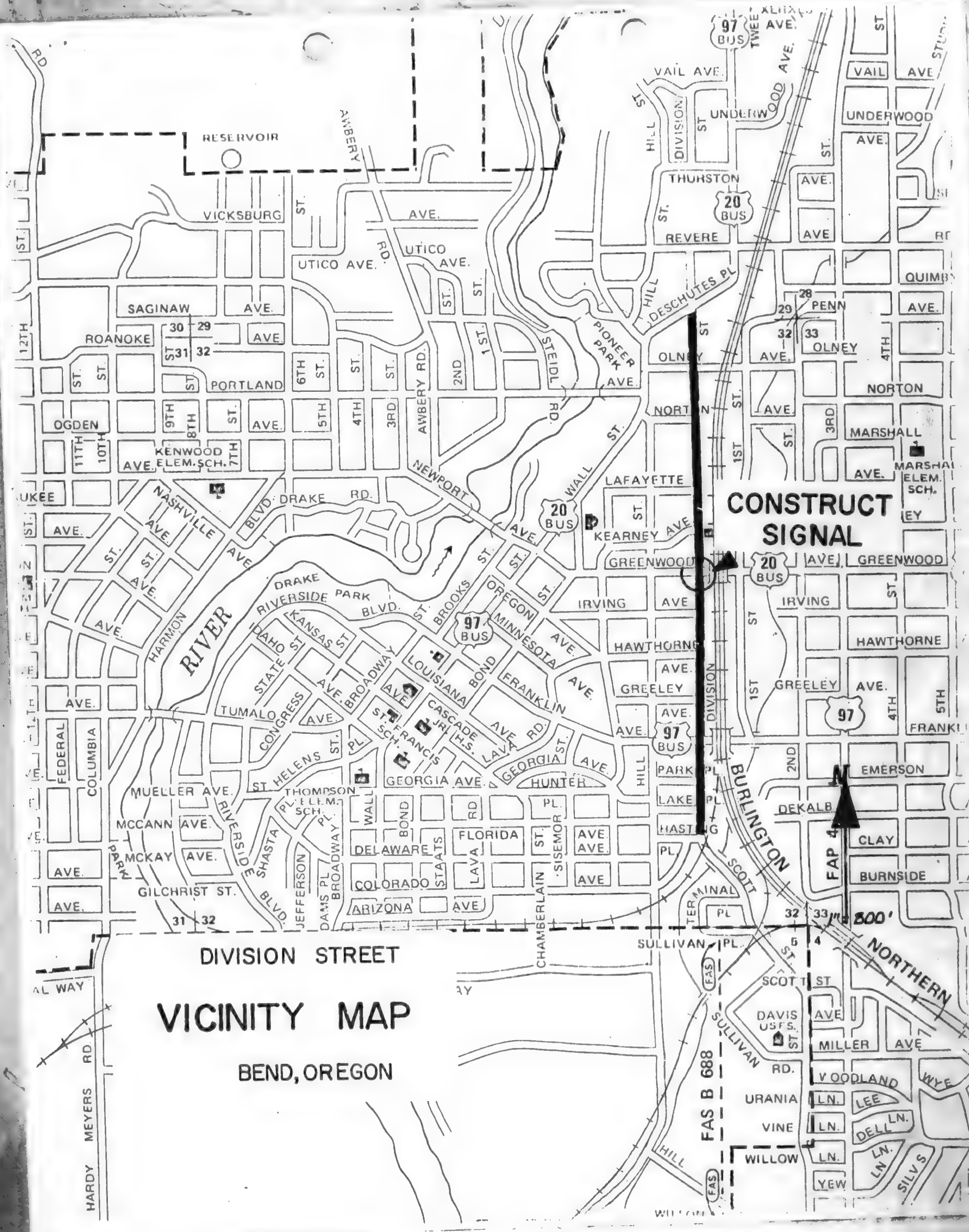
By_____

By_____

By_____

By_____


60'
30'
EXISTING DIVISION STREET
PROPERTY LINE
BIKE SHOULDER
BIKE SHOULDER
PROPERTY LINE
6'
6'
11'
14'
11'
6'
6'
FUTURE DIVISION STREET & BRIDGE


CONSTRUCT SIGNAL
DIVISION STREET
VICINITY MAP
BEND, OREGON
RESERVOIR
VICKSBURG
UTICO AVE.
SAGINAW
ROANOKE
PORTLAND
OGDEN
KENWOOD ELEM. SCH.
NASHVILLE
DRAKE RD.
RIVER
DRAKE RIVERSIDE PARK
BLVD.
HARMON
TUMALO
CONGRESS
ST HELENS
MUELLER AVE.
MCCANN
MCKAY
GILCHRIST ST.
RIVERSIDE BLVD.
SHASTA
JEFFERSON
THOMPSON PL. ELEM. SCH.
DAMS PL
BROADWAY
FEDERAL
COLUMBIA
HARDY MEYERS RD
AWBERY RD.
NEWPORT AVE.
STEIDL RD.
PIONEER PARK
WALL ST.
BOND
STAATS
LAVA
FLORIDA
DELAWARE
COLORADO
ARIZONA
GEORGIA AVE.
GEORGIA ST.
HUNTER
CASCADE JR. H.S.
ST. FRANCIS SCH.
LOUISIANA
BROOKS
OREGON
MINNESOTA
FRANKLIN
IRVING
HAWTHORNE
GREELEY
PARK
LAKE
HASTING
KEARNEY AVE
LAFAYETTE
GREENWOOD
HILL ST.
DIVISION ST.
VAIL AVE.
UNDERWOOD AVE.
THURSTON
REVERE
DESCHUTES PL
PENN
OLNEY
NORTON
MARSHALL
MARSHALL ELEM. SCH.
QUIMBY
EMERSON
DEKALB
CLAY
BURNSIDE
FAP 4
BURLINGTON NORTHERN
SCOTT ST
TERMINAL
SULLIVAN PL.
SULLIVAN RD.
FAS B 688
CHAMBERLAIN
DAVIS USFS
MILLER AVE
WOODLAND
URANIA
VINE
WILLOW
LEE
DELL
YEW
WYE
97 BUS
20 BUS
800'
N

8895

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

REVISED August 16, 1978

PART 1. GENERAL INFORMATION

A. Project Identification:

Date 3-28-78

Section Bend

Unit (if appl) _____

County Deschutes

City Bend

Highway State Primary No. 7 @ Division

State Hwy. No. 7

Termini: M.P.(if appl) _____

Length Intersection

Region 4

Construction Estimate $55,000
Program Amount

B. Purpose of Project: Provide traffic control at major urban intersection. Division Street is being improved to provide another North-South route for local traffic to use in the City of Bend. At the present time local traffic must use Wall Street and Bond Street as a North-South route or they must use 3rd Street which is the State Highway. The Burlington Northern Railroad generally acts as a barrier to East-West traffic, therefore, the parallel Division St. will provide a relatively uninterrupted North-South facility.

C. Origin & History of Project: Traffic circulation in the City of Bend has been a topic of concern for many years. Physical barriers which make traffic circulation difficult include the Deschutes River, the Burlington Northern Railraod tracks and Highway 97. As the community continues to grow, local traffic circulation on the existing main arterials is becoming more congested. Traffic congestion in the Bend urban area was a part of the study during the development of the General Plan. The difficulty for traffic to move in an east-west and north-south direction was recognized in the study. Alternate means were recommended to provide for the north-south movements.

(see reverse side)

D. General Description of Project: The project is located in the City limits of Bend, OR. on NE Division St. at Greenwood Ave. The scope of this project assessment is confined to the traffic signal construction only. Significant background information is provided in order to put the signal construction in perspective to the overall project. Division St. is a designated arterial on the Bend ARea General Plan. It is presently improved to varying standards. Commencing at the norther termini at Deschutes Place to Norton Ave. it is a paved two lane street with curbs. (See reverse side)

Alignment: New Same Existing Tangent Combined _____

Typical Section: Existing: No. Lanes 4 & 2 (G 4, D 2) Med. None; Shldrs. None; Parking Restrict
G-Greenwood Ave.
D-Division St. Proposed: No. Lanes 5 & 3; Med. None; Shldrs. None; Parking Restrict

Traffic: Existing Facility: Existing ADT Minor ; Projected ADT +5%/Yr. ; Yr. _____
Existing Level of Service Local traffic only

Proposed Facility (D): Projected ADT 10,000 - 20,000 ; Yr. 1986
Projected Level of Service Collector level

C. (Con't) In 1976, a City of Bend Street Priorities Committee addressed the traffic problem again. This Committee recommended to the City Commission that Division Street be opened to through traffic to provide relief for local traffic. A public hearing was held on the proposal, and subsequent to the public meeting, the City Commission adopted a plan to improve Division St. Division St. has been designated a Federal Aid Urban Route. This designation will permit the expenditure of Federal funds for its improvement. In July, 1977, the City Commission took action by resolution to designate the construction of traffic signals and the bridge as top FAUS projects in the City.

---

D. (Con't) From Norton Ave. southerly to Kearney Ave. the street is open to traffic but is not paved. Between Kearney Ave. and Franklin Ave. the street is paved with curbs. Franklin Ave. undercrossing severs Division St. South of Franklin Ave., Division St. is an unimproved street open to local traffic. Burlington Northern Railroad tracks lie immediately to the east of Division St. and are parallel to it. The City proposes to open Division St. to the through traffic by improving those sections that are presently unimproved, construction of traffic signals at Greenwood Ave., construction of a bridge over Franklin Ave., and in the future extending Division St. in a southerly direction from Hastings Ave. to Wilson Ave. The project will be constructed in various stages. The initial plan is to open it to through traffic by constructing a bridge over Franklin Ave. and constructing traffic signals at Greenwood Ave. Other minor work will be required to make it a safe local route.

---

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

NA

Type of Structure(s):

Poles

Brief Description of River or Stream and Type of Involvement, if any:

NA

Local City, County or COG priorities of project:

City approved project, No. 1 priority.
(Refer to Paragraph C)

FHWA and/or OSHD approvals given, if any:

OSHD Misc. contract and agreement No. 6465

Location or Design Alternatives (identify and describe): The Street Priorities Committee studied the alternatives of developing Division St. as a two lane facility and the feasability of making it one way south-bound for highway traffic. The intent is to provide for the local traffic to move in a north-south motion with greater ease. Therefore, it was recommended that the street be improved to serve primarily the local traffic. Another alternative considered was to do nothing with the street. Since the street is presently being used by local traffic it was recommended that it be improved to provide greater safety and capacity for this local traffic.

Other Descriptive Information or Comments: The Bend Area General Plan, project sketch map and typical section for Division St. are attached. Traffic volume predictions based on: Oregon D.O.T. urban studies unit, City of Bend: Arterial Street Study 1977 by Cray/Cranford.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Traffic Signal Location

There are no natural resources that will be impacted by the construction of this project. The project site is an upgrading of an existing street - highway intersection in downtown Bend.

Division Street Project - Deschutes Plact to Hastings Place

The City of Bend lies on the eastern slopes of the Cascade Range in Deschutes County. Elevation is approximately 3,600 feet. The population in incorporated Bend is about 17,000.

The project area has been developed for many years. Immediately to the east of the project lie the Burlington Northern Railroad tracks. A narrow strip of land separated the Railroad tracks and Division St. This strip is developed commercial with some small residential lots located on the east side between Franklin Ave. and Hastings Place. The west side of Division St. is a mix between residential and commercial; and is designated commercial on the Bend Area General Plan. Division St. has been a designated City street since the early 1900's. Presently it is open to traffic with exception of the crossing of Franklin Ave.

The Burlington Northern Railway Depot lies immediately to the east of Division St. between East Greenwood Ave. and Kearney Ave. Miller Lumber Company occupies the strip between the railroad tracks and the street south of Greenwood Ave. Because of the proximity of the railroad to Division St., it is anticipated that future development will all be commercial.

2. Cultural:

Traffic Signal Location

The area adjacent to the intersection is fully developed commercial property in the City of Bend with a lumber warehouse and office on the southerly side of Greenwood Ave. Burlington Northern Railroad Depot on the north-east corner and commercial development on the northwest corner.

Division Street Project-Deschutes Place to Hasting Place

The construction of signals at Greenwood Ave. and the construction of the bridge over Franklin Ave. will enhance Division St. for local traffic. It is anticipated that improvement of the street will make it a more desireable place to develop commercial sites.

The existing commercial businesses will be enhanced because it will be easier to get to the business. The change from residential to commercial will probably be accelerated due to the opening of the street. The development of the street will increase property values because of the attractiveness of the commercial sites. By the same token, the value as residential properties, will tend to decrease because of the increased traffic volume.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: No right-of-way acquisition is necessary in order to open Division St. from Hastings Place to Deschutes Place to through traffic. However, the future plan to extend Division St. south of Hastings Place will require the purchase of right-of-way. When that extension of Division St. is planned, there will be an additional review of the environmental impact.

2. Estimated Impact on Traffic Patterns: It is anticipated that the local north-south traffic on Division St. will be in the range of four to five ADT, shortly after it is open to traffic from Hastings Plc. to Deschutes Plc. As traffic becomes heavier on the main arterials, Division St. will increase in its attractiveness and thereby traffic will increase. If the overall project is not built, traffic congestion on other streets will become worse. As the congestion increases, (see reverse side)

Consequences--Air Quality, Noise, Safety, etc.:

Noise

Division St. is adjacent to a commercial area that generates significant noise and also adjacent to the Burlington Northern Railway tracks where significant noise is generated. The noise level will increase due to the increase in (see reverse side)

3. Estimated Impact on Land Use:

No significant impact on land use due to the construction of a traffic signal. (Indirectly, traffic control devices will increase the attractiveness and hence traffic volumes on Division St.

Consequences:

Increased commercial activity as traffic volumes increase on Division St.

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

None

5. Expected Impact on Cultural and Scenic Resources:

Traffic signal has no impact. Division St. project only provides an alternative route.

Consequences:

A natural advantage of new construction is that it results in a pleasing and orderly appearance within the right-of-way in comparison to unimproved roadways.

2. (Con't) drivers will seek other routes and will conceivably use parts of Division St. in their attempt to find alternate routes. Construction of a traffic signal at Greenwood Ave. is necessary for the efficient flow and control of traffic at this intersection.

---

3. (Con't) traffic on Division St., however, this increase in noise will not be as great as the noise from the trains. Greenwood Ave. is presently carrying 14,000 ADT and is a primary east-west route.

Noise level readings have not been taken along the project. Because of the type of development along Division St. (primarily commercial) and the railroad, it is anticipated that the noise impact due to the opening of this street to traffic will be minimal. Noise levels may be reduced in neighboring residential areas subject to traffic volumes that are high due to the present lack of major north-south transportation facilities within the City.

Safety

Public safety and convenience requires the installation of a traffic signal at Greenwood Ave.

Overall traffic safety will be enhanced by the completion of this project.

Air Quality

Air quality due to construction of this project will not be adversely affected. Automobiles that will use this route in the future are presently using alternate routes today. Paving of presently unimproved dirt streets will increase air quality.

6. Preliminary Identification of Areas of Critical Concern:

Left turn lane requirement between Division St. and railroad tracks, and advance signal warning for westbound traffic.

7. Potential for Controversial Issues:

None. The Division St. project has been approved by the City Commission following public input. Public opposition to the project has been insignificant-traffic is the number one concern of Bend Area residents.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

NA

b. Noise Standards

Impact on noise levels will be minimal, involves a trade-off within the urban area.

c. Water Quality Standards

NA

d. Area Land Use and Transportation Plans, and Zoning

In accord with Bend Area General Plan Adopted

---

C. Recommended Type of Action and Documentation:

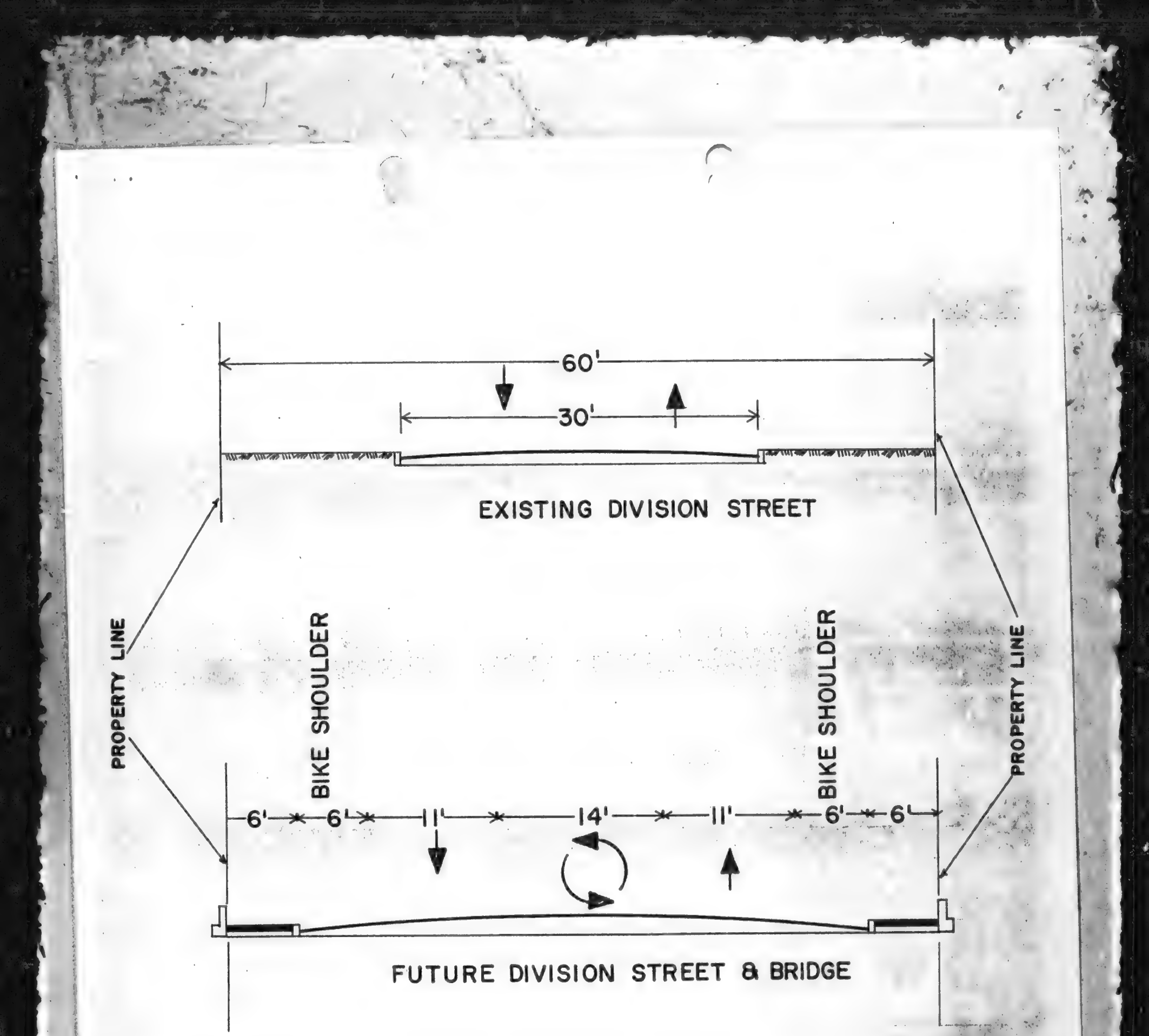
----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

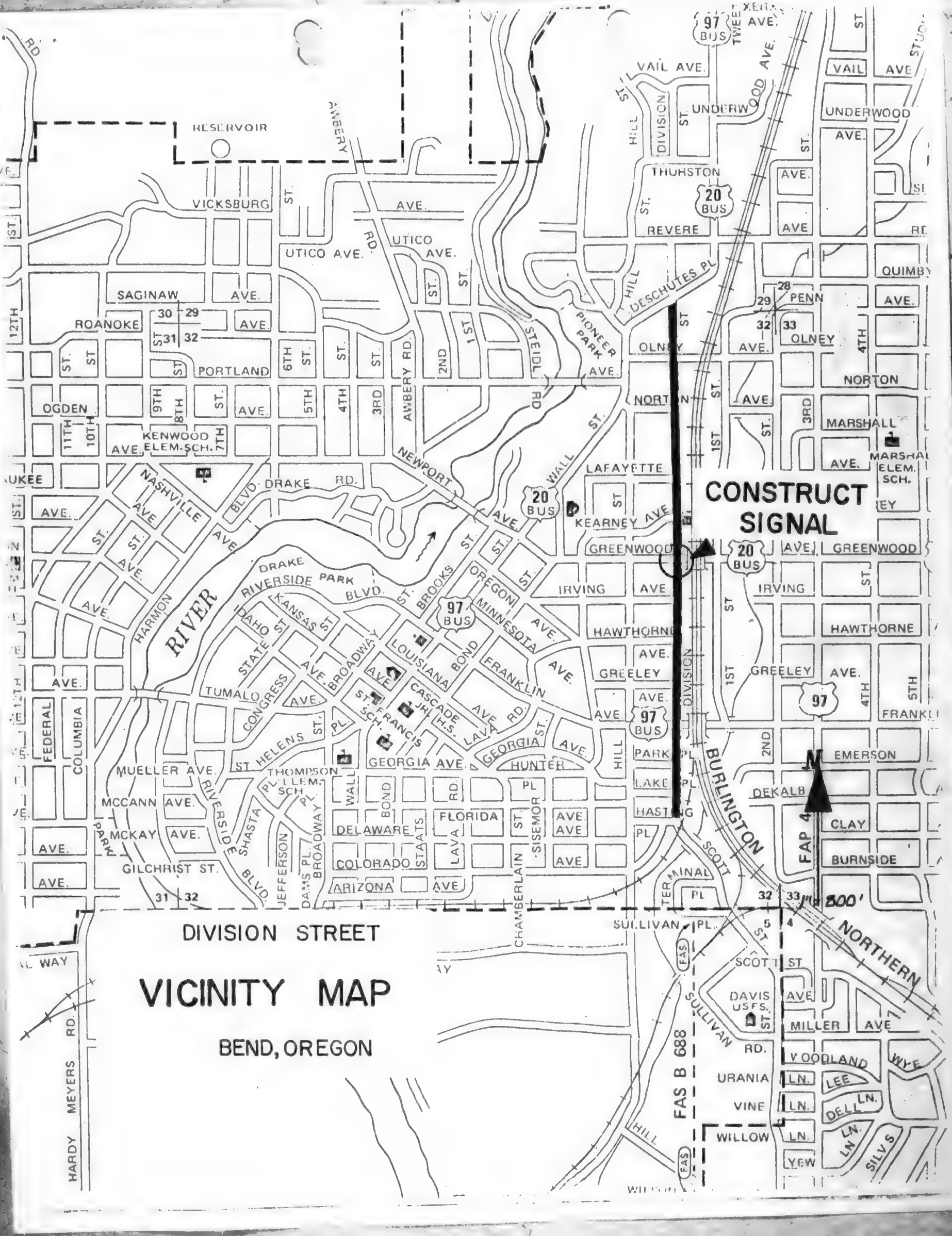
| SIGNIFICANT: | NON-SIGNIFICANT: | |
|---|---|---|
| ____ D & FEIS | ____ D & F Neg.Dec. | ____ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:

---

D. Recommended Project Category: ____ 1 ____ 2 ____ 3 ____ 4


60'
30'
EXISTING DIVISION STREET
PROPERTY LINE
BIKE SHOULDER
6'
6'
11'
14'
11'
BIKE SHOULDER
6'
6'
PROPERTY LINE
FUTURE DIVISION STREET & BRIDGE


CONSTRUCT SIGNAL
DIVISION STREET
VICINITY MAP
BEND, OREGON
RESERVOIR
VICKSBURG
UTICO AVE.
SAGINAW
ROANOKE
PORTLAND
OGDEN
KENWOOD ELEM. SCH.
NASHVILLE
DRAKE RD.
RIVERSIDE PARK
RIVER
HARMON
TUMALO
CONGRESS
ST HELENS
MUELLER AVE.
MCCANN
MCKAY
GILCHRIST ST.
THOMPSON PL.
ELEM. SCH.
GEORGIA AVE.
DELAWARE
COLORADO
ARIZONA
FLORIDA
HUNTER
VAIL AVE.
UNDERWOOD AVE.
THURSTON
REVERE
DESCHUTES PL
PENN
OLNEY
NORTON
MARSHALL
LAFAYETTE
KEARNEY AVE
GREENWOOD
IRVING
HAWTHORNE
GREELEY
PARK PL.
LAKE PL.
HASTINGS PL.
DEKALB
EMERSON
CLAY
BURNSIDE
SULLIVAN PL.
SCOTT ST
DAVIS USFS.
MILLER AVE
WOODLAND
URANIA
VINE
WILLOW
LEE
DELL
YEW
SILVS
WYE
FAS B 688
SULLIVAN RD.
HARDY MEYERS RD.
BURLINGTON NORTHERN
FAP 4
800'
97 BUS
20 BUS

7993

ROBERT W STRAUB
GOVERNOR

# *Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 16, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 80379
Project No. M-3225 (1)
Division St. @ Greenwood Ave. (Bend) Section
Deschutes County

Attached is data for the subject Project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.

(2) Authorization to proceed with all phases of preliminary engineering, including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $4,000 with an obligation of $3,430 in Federal funds.

CL:pf
Attachments

cc: D. Allen (Region 4)
G. Zehner w/att

NO AQMT DEP REQ'D.

N
M

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

8-16-78

FEDERAL-A

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) (20) | PROJECT LOCATION (45 typewriter spaces) City St., Division St. @ Greenwood Ave. (Bend) 21 65 | | | | | | ADT | PRESENT 14,000 | FUTURE 21,000 (66) (7 | | | |
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E. Traffic Signal 28 62 | | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL (74 | | | | |
| CARD | CLASS OF FEDERAL FUNDS Urban System | | | | | | | COUNTY NAME De | | | | | |
| | NAME OF URBAN AREA 17-31 Bend | | | | | | | ROUTE NO. U | FEDER 32 | | | | |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PRO TOTAL ESTIMATED COST | FEDERAL FU |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (18 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) |
| 5 | | | | | PE | | | 0.0 | 4,000 | 3,430 |
| 5 | | | | | ROW | | "Division St. @ Greenwood Ave. (Bend) Section" | 0.0 | 50,000 | 42,885 |
| 5 | | | | | CONST (CODE) TOPICS Y031 | | | 0.0 | 54,000 | 46,315 |
| | | | | | | | | | (16) | (23) (24) |

| CARD | CODE | PREPARED BY | PROJECT TOTALS |
|---|---|---|---|
| 1 | 1 | CL | |
| 1 | 14 | PROGRAM APPROVAL DATES | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

| | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|
| ADT | 14,000 | 21,000 (66) (70) | 98 (71) (72) | 10 | Oregon | 41 (2) (3) | W32 (4) (9) | 80379 (14) (18) |

| CY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR. | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | T. Projects Only POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|
| (69) | (70) | (71) | (72) (73) | (74) (75) | M - 14 23 | 3225 7 13 | (1) | (24) (26) | 27 |

COUNTY NAME: Deschutes — CODE: 017 (14) (16)

PROGRAM STAGE: [ ] 1 OR [ ] 2

ROUTE NO. U — FEDERAL-AID: 3225 (32) — STATE: Street (36) (37) — U.S.: - - - (41)

ESTIMATED PROJECT COST BY PHASES

| (58) (59) | TOTAL ESTIMATED COST (66) | FEDERAL FUNDS (67) (76) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK *(Full description)* |
|---|---|---|---|---|---|
| 0 | 4,000 | 3,430 | 570 | - - - | Row - 80' normal; Access Control - none parking Restrictions none |
| 0 | 50,000 | 42,885 | 4,615 | 2,500 (City) | |
| 0 | 54,000 | 46,315 | 5,185 | 2,500 (City) | |

(16) (23) (24) (33) REMARKS

Division St. @ Greenwood Ave. (Bend) Section
Project No. M-3225 (1)

FHPM 7

a)
b)

Existing Facility:

Division St. (FAU 3225) -- 30 foot curbed roadway.
Greenwood Ave. (FAU 3340) -- 56 foot curbed roadway.

Note:

T

Adjacent Sections:

Same as existing facility.

Project Data:

Work under this project consists of the following:

1) Preliminary engineering all phases including utility preparatory work.

2) Install multiphase traffic signal and incidental work common to this type of project. Adjustments of utilities as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas:

None involved.

FHPM 4-1-4 Requirements:

Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements:

Nonmajor action project under provisions of para. 10e.

FHPM 7-7-5 Requirements:

a) Public Hearings -- Not required under Oregon Action plan.
b) Location/Design -- Not a factor in the development of this project.

ay.

Note:

This project is in Congressional District No. 2.

tility

tal work common
ities as

s, Historical

10e.

8895

File

STATE OF OREGON

INTER-OFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

DATE: August 3, 1978

TO: FILE

FROM: Glen L. Clark
Investigations and Research Engineer

SUBJECT: Second Thoughts on
City of Bend's FAUS Project
Division Street at Greenwood Signal

For some yet undetermined reason, the subject signal warrant was questioned and an analysis made to determine if a warrant existed.

John Hanks advises that the construction of the Franklin Avenue overpass would not generate enough traffic to meet a standard volume warrant.

He did advise that if an alternate route (other than US97) were developed south of the Franklin structure and connecting to US97 a volume warrant would be met. At present such a route does not exist and parts that do exist are two lanes wide and in poor condition.

Mr. Dave Fenton, Region 4 Federal Aid Engineer and Environmentalist was contacted August 3, 1978 to determine the city's plans. He stated that a contract was underway north of Greenwood Avenue on Division and that field engineering was underway south of Franklin Avenue to develop plans for completing a suitable route south to US97.

He also stated the city was going ahead with plans to remove the structure from the FAUS project and finance it with city funds to speed construction.

Gary Zehner, Project Management Unit, stated that the improvement of Division Street was not on the City of Bend's FAU priority list.

NOT TRUE See Priority List - Aug 3 & 17, 1977 Signal & Struct. on List.

It is the opinion of the Traffic Engineering Unit that the Volume Warrant will be met in the future with improvement of the Division Street route south to US97. Also, it is felt that the accident warrant would be met immediately with completion of the Franklin Avenue overpass, regardless of the roadway improvement on Division Street.

GLC:cs

cc: D. H. Moehring
D. D. Allen

81-128-1387

CITY of BEND

P.O. BOX 431 • BEND, OREGON 97701 • (503) 382-4211

July 21, 1978

Mr. Dale Allen, Regional Engineer
Highway Division, Dept. of Transportation
Region 4
P. O. Box 1249
Bend, OR 97701

Dear Dale:

We have decided not to proceed to fund the Division Street Bridge at Franklin Avenue with FAU Funds. Therefore, we would ask that you notify the Design Section in Salem that we will not have them design the bridge.

Sincerely,

Arthur R. Johnson
City Manager

ARJ:at

cc: Dave Fenton, Highway Div.
John Joyce

cc Don Harwell
Walt Hart

Dale Allen

George
Please review file with me

ROE RCE PLA
RTE RECEIVED GEO
RUE JUL 24 1978 RDE
RSO REGION 4 RBE
ASSIGNED

2895

PROJECT MANAGEMENT OFFICE MEMO

Date 6-8-78

Subject Division @ Greenwood & Franklin (Bend) Project File No. _____

Received (call) (visit) from _____

Address _____

Made (call) ~~(visit)~~ to Duane Hoffstetter Phone _____

Reason for contact and general discussion: Discussed pros & cons of separate contracts for the structure and signal. Duane reviewed with signal designer and concluded that it may or may not be less expensive to let a separate signal contract. It appears at this time that we should leave as one contract and not separate, since there are no strong arguments either way.

Signature Gary E Zehm

File ( ) ( ) (✓) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

H V BP

8895

May 24, 1978

City of Bend
City Hall
Bend, OR 97701

Attention: James W. Kerfoot
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6465

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement concerning the Urban System Project on the Central Oregon Highway (Greenwood Avenue) at Division Street in your City.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

8896

April 7, 1978

City of Bend
City Hall
Bend, OR 97701

Attention: James W. Karfoot
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 6465

Gentlemen:

Attached for your records is a fully executed copy of an agreement to install traffic control signals at the intersection of the Central Oregon Highway (Greenwood Avenue) and Division Street in Bend.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

8895

STATE OF OREGON

INTEROFFICE MEMO

TO: Gerald Wimer
Local Government Section

DATE: March 29, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Traffic Signal Installation
Division Street @ Greenwood Avenue
City of Bend

The City of Bend has requested that an "OPTICOM" brand pre-emption system be included as part of this signal project. The installation of this equipment is not covered by the Construction-Finance Agreement for the project. We feel that the agreement should be amended to reflect our policy for installation of this type of system.

The policy for installation of pre-emption systems on the highway system is summarized below.

1. On new installations the State and the local agency shall share equally in the total cost of the pre-emption system which is physically part of the traffic signal installation.

2. On existing installations the local agency shall pay the total cost for materials and testing of the pre-emption system which is physically part of the traffic signal installation, and the State shall pay the total cost of installing such materials.

3. The local agency shall pay the total cost of and be responsible for furnishing and installation of all pre-emption system materials which are not physically part of the traffic signal installation.

4. The State shall maintain the pre-emption system which is physically part of the traffic signal installation at all locations where the State maintains the traffic signal.

5. The local agency shall maintain the pre-emption system which is not physically part of the traffic signal installation.

L. E. George
Traffic Engineer Supervisor

JII/ds

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 31 1978

File: PM FA LG OP

TAA Holmes

81-125-1307

8895

# CITY of BEND

FIRE DEPARTMENT
5 N.W. Minnesota Avenue
Bend, Oregon 97701
Phone 382-4211
Ext. 55

February 21, 1978

Mr. John Hossick, City Planner
Mr. John Joyce, City Engineer
City of Bend
Bend, OR 97701

Dear John and John:

As we have discussed earlier, the Fire Department's goals are to have all traffic controllers in the City equipped with the Opticom Traffic Control System for our emergency vehicles.

We now have the system operative at 3rd and Greenwood, 3rd and Franklin, and Wall and Greenwood.

Whenever new traffic controls are to be installed, or major changes made in the existing system, I would deeply appreciate it if the Opticom System could be included in these installations.

As of this time, the cost of the system would be approximately $3500.00 each intersection. This includes the equipment, testing by the State Highway Department, as well as the installation cost by the State. Inflation will come to about 10 to 12% on the first of July, 1978, and approximately the same each year after.

This next budget year I hope to have Oregon and Bond, Groenwood and Bond, and 3rd and Revere added to the system, providing funds will be made available.

If you have any questions, please let me know.

Very truly yours,

Thomas P. Hansen
Fire Chief

mnh

cc: Jack Donahue

Form E-30 8895

OREGON STATE HIGHWAY DEPARTMENT

# AUTHORITY FOR SURVEY

Section Division Street (Bend) Date January 16, 1978

Highway City Street FAU 3225 Authorization No. 1

County Deschutes Survey Prefix 309-1989 (Assigned by Salem office)

Description of termini, route, length, etc.:

Traffic signals at the intersection of Division Street and Greenwood Avenue.

Structure at Division Street and Franklin Ave.(Century Drive).

Purpose of survey:

Field survey, prepare plans, specifications and costs estimates.

M3225(1)
8-28-78

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 3,500 |
| Plans | 905 | 1,000 |
| Structural Design | 906 | 4,000 |
| Soils | 910 | 300 |
| Traffic | 911 | 700 |
| Specifications | 921 | 1,000 |
| Found. Expl. | 926 | 1,500 |

Total estimated cost of survey . . . . . $12,000

Previous authorization . . . . . .....

Additional authorization requested . . . . .....

Additional authorization approved (Salem) . . .....

Total all authorizations approved (Salem) . . .....

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by: W. W. Robertson
W. W. Robertson Field Engineer

Recommended for Approval: [signature]
Division Engineer

Recommended for Approval: Frank E. Popin
Location Engineer

Approved: E. J. Quisten
Tech. Serv. Engr. State Highway Engineer

State Printing

8895

DATE January 12, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Federal Aid Urban System Project Requests

On the consent calendar for the January 24 meeting will be four requests for approval of Urban System projects.

Bend is requesting a $165,000 project to signalize the Division Street and Greenwood Avenue intersection, and to construct a structure on Division Street over Franklin Avenue.

The request from Coos Bay is for a $282,208 project to reconstruct a 0.43 mile segment of 10th Street.

Two projects totaling $100,000 for widening 0.7 miles of 45th Avenue and 1.2 miles of State Street are being requested by Marion County.

Federal Urban System funds for these projects are estimated at $470,600 with the State providing approximately $41,804 in match funds and $34,804 being contributed by local government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval and request authorization to sign the project agrements for and on your behalf.

Attachment.

GEZ:lml

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
John Sheldrake
A. Shirley, Jr.
C. M. Williams
D. N. Harwell
George Bell

CITY OF BEND
Proposed Urban System Project

Division Street (FAU 3225) at Greenwood
and Franklin Avenues
Structure, Signals, Illumination,
Signing and Striping
$165,000

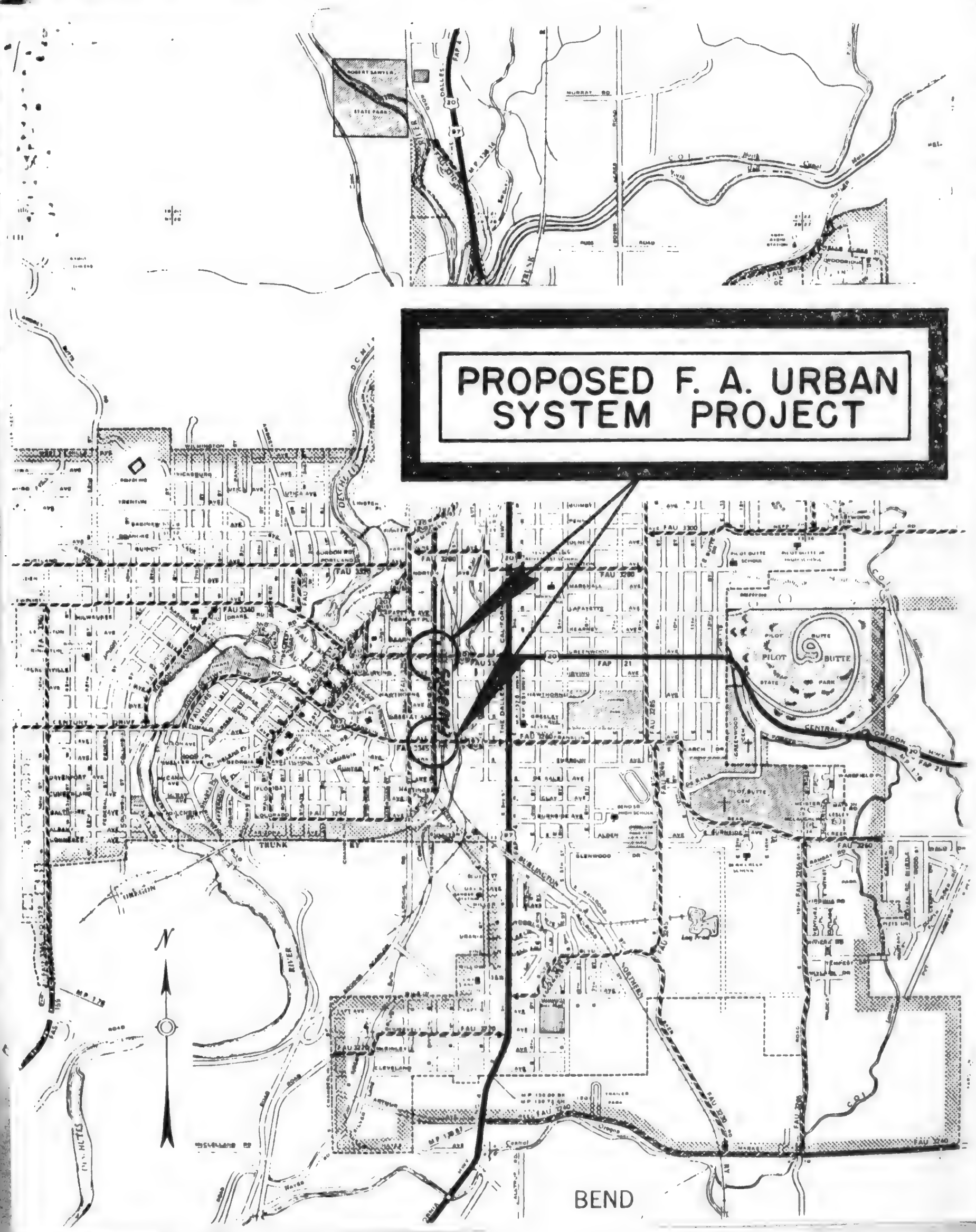
This project entails all the work and costs to signalize the Division Street and Greenwood Avenue intersection and construct a structure on Division Street over Franklin Avenue.

State will perform preliminary and construction engineering.

State and City will share the local match funds for the structure and State will provide all the match funds for the traffic signals.

78-a
1-10-78

# PROPOSED F. A. URBAN SYSTEM PROJECT



8895

STATE OF OREGON

INTEROFFICE MEMO

TO: Gerald W. Wimer
Local Government Programs Engineer
Attn: Gary Zehner

DATE: December 23, 1977

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Greenwood Avenue at Division Street
City of Bend

My November 23 letter indicated that the subject intersection was not a desirable location for signalization because:

1. The warrants were not met.

2. The proximity of the railroad structure left a question as to if the intersection could be properly signalized.

You were subsequently telephoned and advised that we would review the matter to determine if enough traffic would be generated by a new bridge on Division Street over Franklin Avenue to cause signal warrants to be met. This bridge is included in the project.

We find that Division Street will become a large north-south arterial and that signal warrants should be met. Also, Signal Engineer Bill Zirbes has now looked at the intersection and indicates that the railroad structure will not preclude signalization.

I find this proposed project to be acceptable.

L. E. George
Traffic Engineer Supervisor

RDT:rah

cc: C. M. Williams

PROJECT MANAGEMENT

| | | | |
|---|---|---|---|
| PME | CCE ☐ | OM ☐ |
| LGE | FAE ☐ | OPE ☐ |

DEC 27 1977

TAA Zehner File: PM FA LG OP

81-128-1307

8895

STATE OF OREGON

INTEROFFICE MEMO

DATE: November 4, 1977

TO: Gerald Wimer
Local Government Programs Engineer

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Proposed FAU Projects
Division Street @ Greenwood
City of Bend

Attention: Gary Zehner

At your request, we have reviewed the project proposal for the installation of a traffic signal at the intersection of the Central Oregon Highway (Greenwood) at Division Street.

We have some serious reservations concerning the installation of a signal at this intersection. Due to the adjacent railroad overcrossing, visibility of the signal would be impaired for eastbound traffic on the Central Oregon Highway.

We do not know if the proposed signal is warranted and, therefore, a traffic signal warrant study will be conducted. We will advise you further concerning this matter after our study is complete. It will take approximately a month to complete the study.

L. E. George
Traffic Engineer Supervisor

DKH:rah

cc: C. M. Williams - Please obtain a 16 hour manual traffic count.

11-23-77
HOLD FOR
SIGNAL WARRANTS

11-25-77
Roger Trafstad is reviewing with new traffic counts and other info provided by Region. He will let us know if warrants are met.

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
NOV 17 1977
Grange ☒ MM
File: PM FA
TAA Zehner LG OP

81-125-1307

8895 C

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRE LOC
Cty 9

Bend, Oregon 97701
October 20, 1977

FROM: L. R. Asburry
Regional Federal Aid Engineer

SUBJECT: Traffic Signals
Greenwood and Division Sts
Bend, also structure

TO: G. W. Wimer
Local Government Engineer
Project Management Section

Enclosed is a Federal Aid Urban System Project Request from the City of Bend for traffic signals at Division Street and Greenwood, and a structure to carry Division Street traffic over Franklin Avenue.

A draft negative declaration is also included.

10-26-77
Jim Kennedy should review env. document. Will relay to Asburry. Env. Assess. is required instead of neg. Dec.

LRA:pw
Enclosures

10-27-77
reviewed w/ Lonny
Asburry, may want 2
projects, Bridge & Signal
City will do approach work.

HOLD
NOT ON PRIORITY
LIST
11-22
OK

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ PE ☐
OCT 21 1977
File: PM FA
LG OP
TAA Zahner

Rev. 6/5/75

8875

RECEIVED
OCT 28 1977
TRAFFIC ENGINEERING

# FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date October 14, 1977

Applicant Agency City of Bend

Federal Aid System Route No. _____ Route Name Division Street

Project Name Division Street Bridge @ Franklin Avenue and traffic signals @ Division-Greenwood intersection.

Project Length 100 ft. Project Location (Attach sketch map)

Project Description Construct a new bridge to carry Division Street traffic over Franklin Avenue (Century Drive). Bridge to provide four traffic lanes, bicycle and pedestrian facilities. Construct traffic signals at Division Street - Greenwood intersection.

Average Daily Traffic N.A. Design Speed 25 MPH

Complete Applicable Sections:

## I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 30' Travel Lanes 2 Shoulders _____
Medians No Parking Yes
Sidewalks No
Other Curbs

2. Desired Roadway Cross Section: (Attach sketch)

Width 48' Travel Lanes 3 Shoulders _____
Medians No Parking No
Curbed Yes Length Curb Radii 20'
Sidewalk/Bikeway Sidewalk & bikeway each side
Other _____

FOOTNOTES: Division Street is presently severed by Franklin Avenue underpass of Burlington Northern Railroad. Construction of bridge and signals will open it to through traffic.

Description of Proposed Roadway Work Street work not a part of this project.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum _____ Maximum _____

2. Will Additional Right-of-Way Be Needed? No Explain Bridge is in intersection area. Refer to sketch map.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? N.A.

4. Will applicant acquire right-of-way and have State review negotiations? Yes _____ No N.A.

5. Should State negotiate and acquire right-of-way in behalf of applicant? N.A.

6. Should State prepare options? Yes N.A. No _____

7. Is a public hearing necessary? Yes

(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business? No If so, explain

(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization:

None

2. Proposed Signalization:

Location Division Street at Greenwood Avenue

Type To be determined.

Phases To be determined
Type of Suspension Pole mast arm
Interconnected No
Other Advance warning on east side of Burlington Northern bridge

FOOTNOTES: Signals to be operational when bridge over Franklin Avenue is open to traffic.

3. Permanent Signing:

Include in project or by applicant? Include in project

4. Permanent Striping:

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. Present Illumination and Location:

One std. 7,000 lumen street light at NE corner Division Street and Franklin Avenue; SE corner and NW corner Division Street and Greenwood Avenue.

2. Proposed Illumination:

Location One std. street light at NE corner bridge and std. lights on
Type signal poles.

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type
Size
To Remain in Place?

2. Proposed Structure:

Location Bridge Franklin Avenue

Is a particular type of structure and design desired? Low profile type bridge. (Prestressed slabs on low abutments).

Approximate s[illegible] of proposed structure 40 ft. [illegible] X 62 ft. wide.

Are sidewalk/bikeways desired? Yes

Are any utilities to be attached to structure? Provide ducts through walkway.

FOOTNOTES:

Are provisions for illumination desired? Yes

Are there any unusual or complicating conditions? Provide required clearance for Franklin Avenue with minimum change in profile for Division Street.

## VI. RAILROAD DATA

1. Are there any railroad crossings? No Location

Type of existing crossing

Existing crossing protection

Name of Railroad

Number of Tracks: Mainline Siding Total

Angle of Intersection

Sight Distance: (Direction) Distance

(Direction) Distance

Number of Trains: Passenger Speed

Freight Speed

2. Will existing railroad crossing be altered?

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

| | | |
|---|---|---|
| 1. | Citizen Involvement | Bend - City Engineer Office |
| 2. | Environmental | Bend - City Engineer Office |
| 3. | Public Hearing | Bend - City Engineer Office |

REMARKS: _____

VIII. GENERAL INFORMATION

1. Other work or conditions not covered by preceding sections _____

2. Does the applicant desire to perform the project preliminary engineering?
Yes _____ No X

Does the applicant desire to perform the project construction engineering?
Yes _____ No X

(NOTE: Utilization of local forces to perform preliminary and construction engineering requires the prior approval of the State and Federal Highway Administration. In all instances, State will prepare final plans, advertise, and award project contracts.)

3. Applicant's Estimate of Cost for Requested Project:

| | |
|---|---|
| Roadway Work | $ _____ |
| Right-of-Way Costs (if participating) | _____ |
| Traffic Control | 50,000. |
| Illumination | _____ |
| Structures | 100,000. |
| Railroad | _____ |
| Other _____ | _____ |
| Preliminary Engineering | 15,000. |
| PROJECT TOTAL | $ 165,000. |

FOOTNOTES: _____

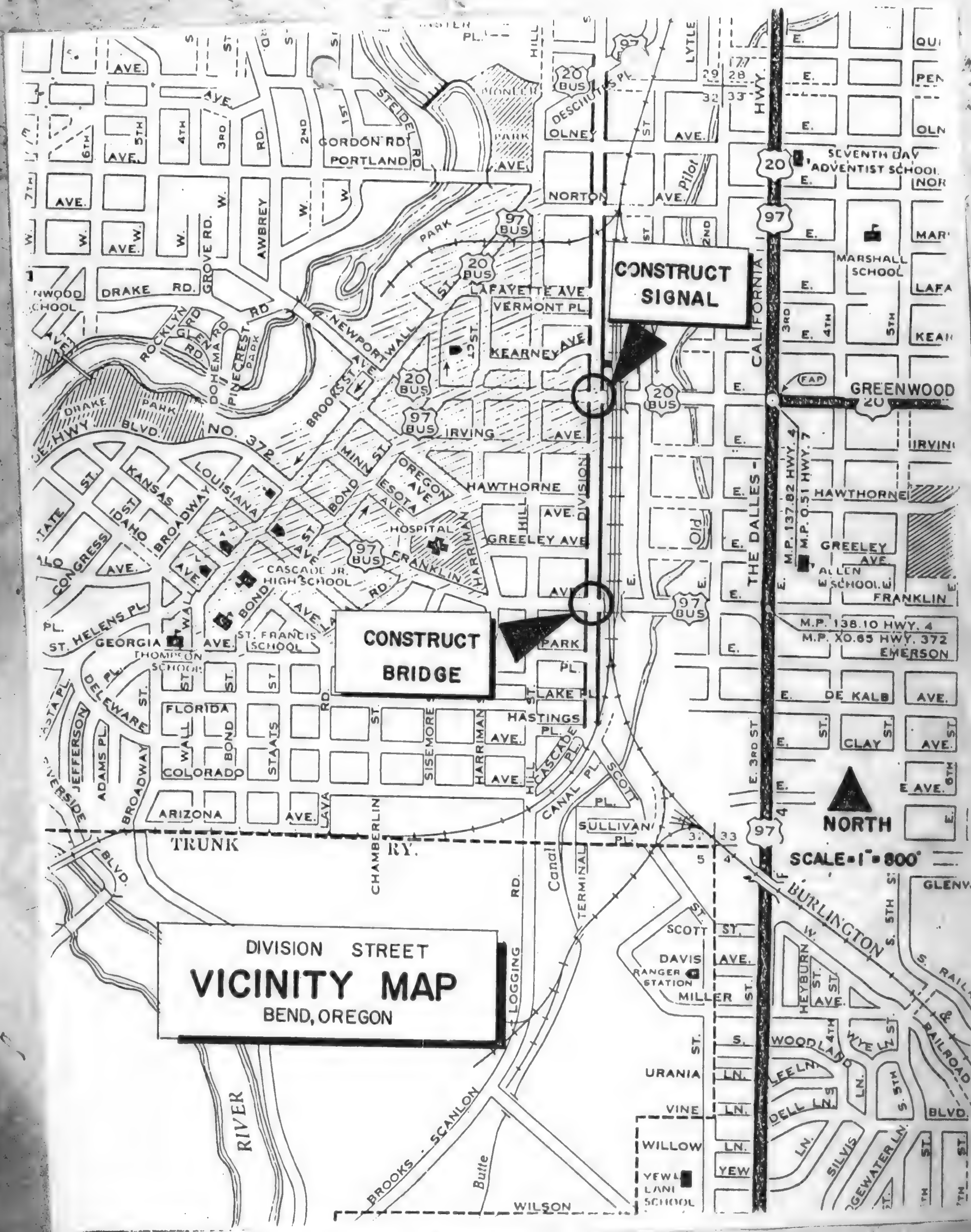
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Bend and/or _____ County

By Arthur R. Johnson, City Manager By _____

By _____ By _____

By _____


CONSTRUCT SIGNAL
CONSTRUCT BRIDGE
DIVISION STREET
VICINITY MAP
BEND, OREGON
NORTH
SCALE = 1" = 800'
CONSTRUCT
SIGNAL
CONSTRUCT
BRIDGE
DIVISION STREET
VICINITY MAP
BEND, OREGON
NORTH
SCALE = 1" = 800'
GORDON RD
PORTLAND AVE
NORTON AVE
LAFAYETTE AVE
VERMONT PL
KEARNEY AVE
IRVING AVE
HAWTHORNE AVE
GREELEY AVE
FRANKLIN
HOSPITAL
CASCADE JR. HIGH SCHOOL
ST. FRANCIS SCHOOL
THOMPSON SCHOOL
MARSHALL SCHOOL
SEVENTH DAY ADVENTIST SCHOOL
ALLEN SCHOOL
YEWLAND SCHOOL
DRAKE RD.
NEWPORT AVE
BROOKS ST
DRAKE PARK
PINE CREST PARK
ROCKLYN GLEN RD
BOHEMA RD
WALL
BOND
STAATS
HARRIMAN
SISEMORE
HILL
CASCADE PL
CANAL PL
SCOTT
SULLIVAN PL
CHAMBERLIN
TERMINAL
LOGGING RD
BROOKS - SCANLON
WILSON
RIVER
Butte
Canal
TRUNK RY.
BURLINGTON & RAILROAD
CALIFORNIA
THE DALLES - CALIFORNIA HWY.
M.P. 137.82 HWY. 4
M.P. 0.51 HWY. 7
M.P. 138.10 HWY. 4
M.P. XO.65 HWY. 372
EMERSON
DE KALB AVE
CLAY ST
E AVE
DAVIS
RANGER STATION
MILLER ST
SCOTT ST
HEYBURN AVE
WOODLAND
LEE LN
DELL LN
SILVIS
URANIA LN
VINE LN
WILLOW LN
YEW LN
GLENV
S. 5TH ST
BLVD
FAP
GREENWOOD
20
97
20 BUS
97 BUS
OLNEY
DESCHUTES PL
LYTLE
HWY.
PARK
PL
AVE
ST
RD
BLVD
LN
E
W
S

## RESIDENTIAL

MINIMUM LAND AREA PER DWELLING UNIT

SUBURBAN RESIDENTIAL

2 1/2 ACRES

1 ACRE

RURAL RESIDENTIAL

5 ACRES

DEVELOPMENT ALTERNATIVE

URBAN RESIDENTIAL

20,000 SQ.FT.

6000 SQ.FT.

## OPEN LANDS

AGRICULTURE OR OPEN

## COMMERCIAL

CENTRAL BUSINESS DISTRICT

## INDUSTRIAL

INDUSTRIAL PARK

## INSTITUT

CEMETERY

CEM

INDUSTRIAL

LIGHT INDUSTRY

INDUSTRIAL PARK

INSTITUTIONAL

CEMETERY

CEM

HOSPITAL

PUBLIC FACILITIES

EXISTING

PROPOSED

PUBLIC BUILDINGS

RKS

SCHOOLS

FIRE STATIONS

BIKE AND PEDESTRIAN WAY

EXPRESSWAY

COLLECTOR

AT GRADE CROSSING

ARTERIAL

SEPARATED CROSSING

LANDSCAPING

CIRCULATION

SOLID LINES —

DASHED LINES

CEM.

NORTH

S.T.P.

LIGHT
NDUSTRY

NAL

PITAL

## PUBLIC FACILITIES

PUBLIC BUILDINGS

TRAIL

EXISTING

PROPOSED

PARKS

SCHOOLS

FIRE STATIONS

BIKE AND PEDESTRIAN WAY

EXPRESSWAY

COLLECTOR

INTERCHANGE

AT GRADE CROSSING

ARTERIAL

TRANSPORTATION CENTER

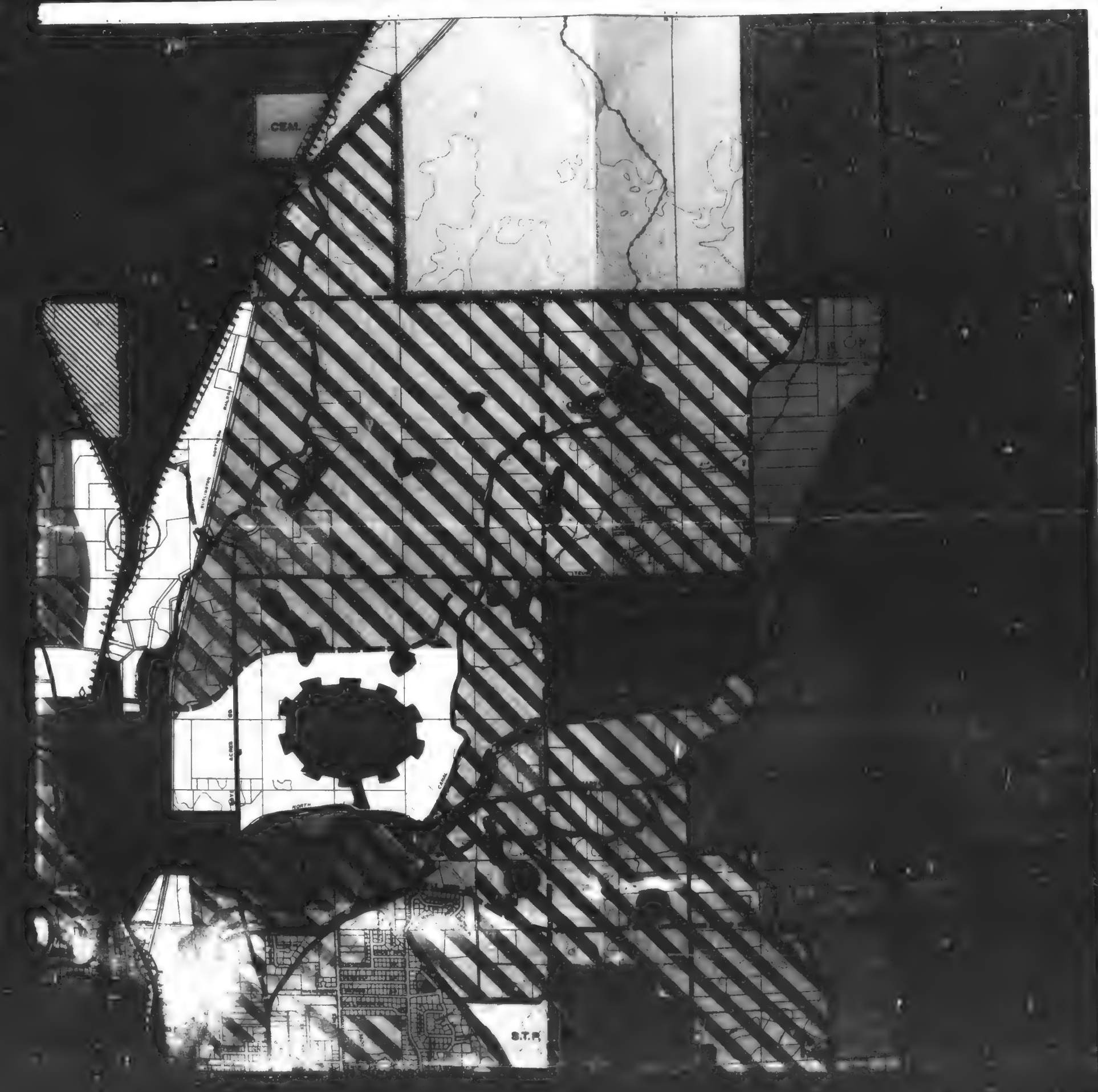
SEPARATED CROSSING

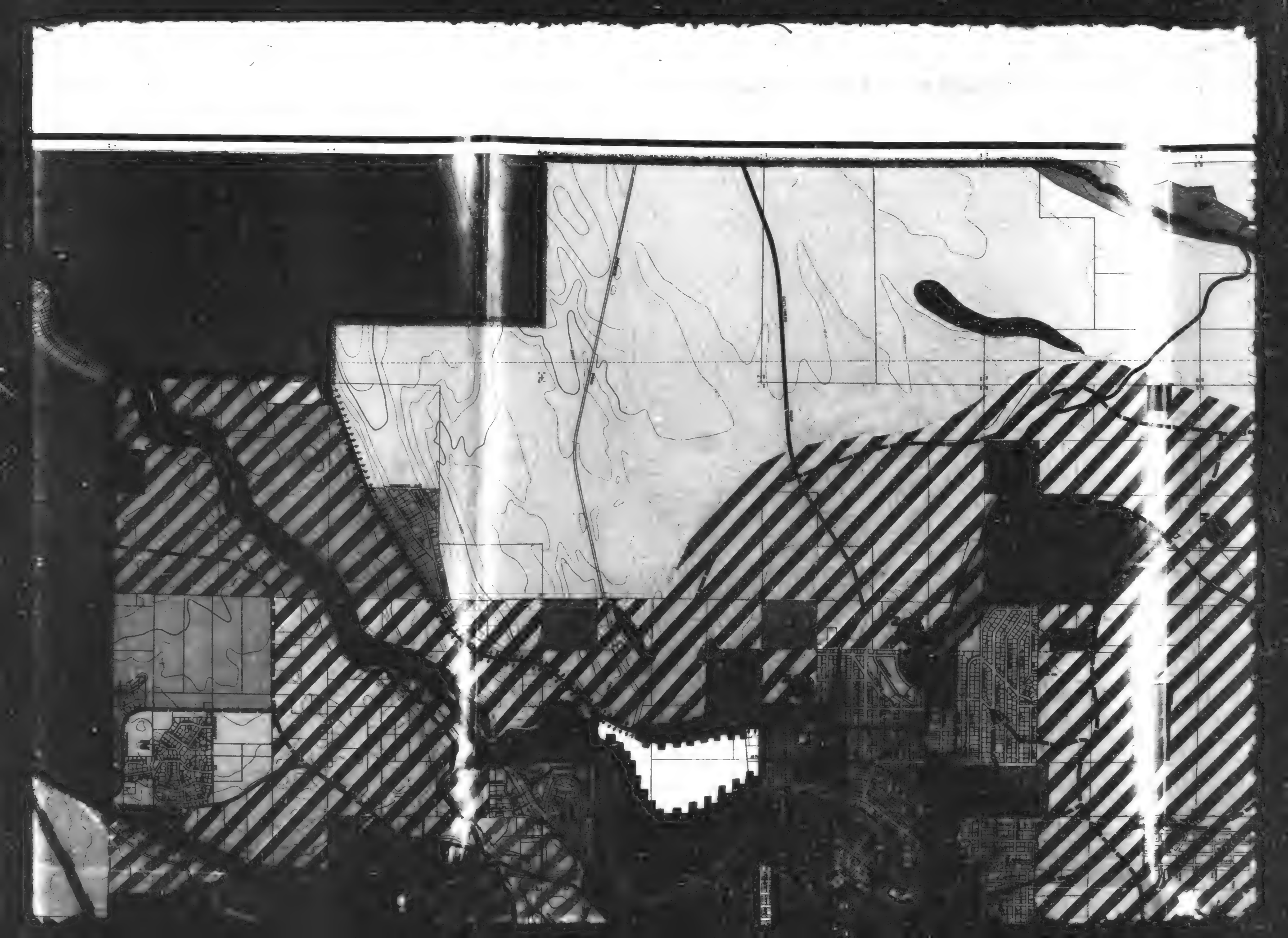
RAILROAD

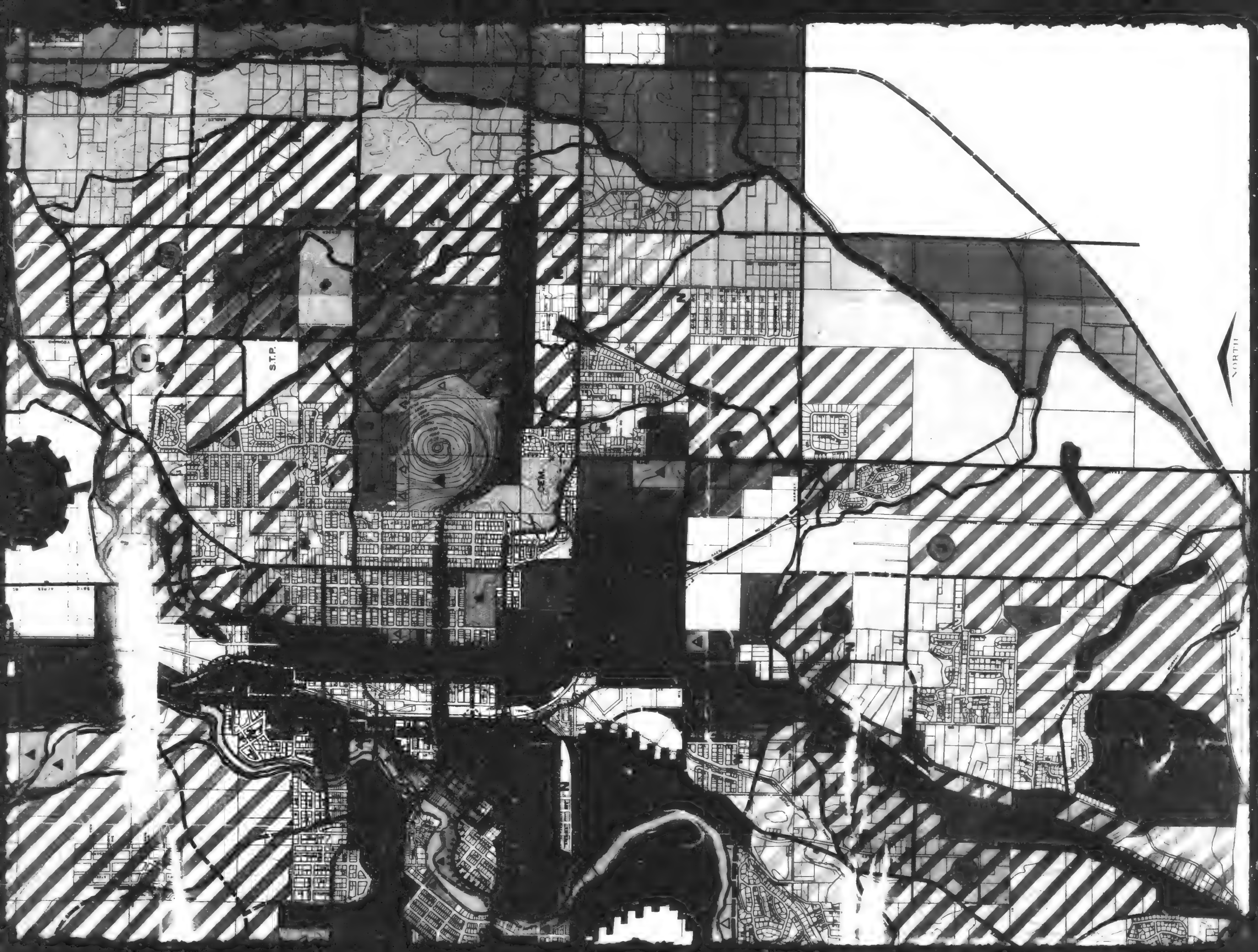
LANDSCAPING

## CIRCULATION

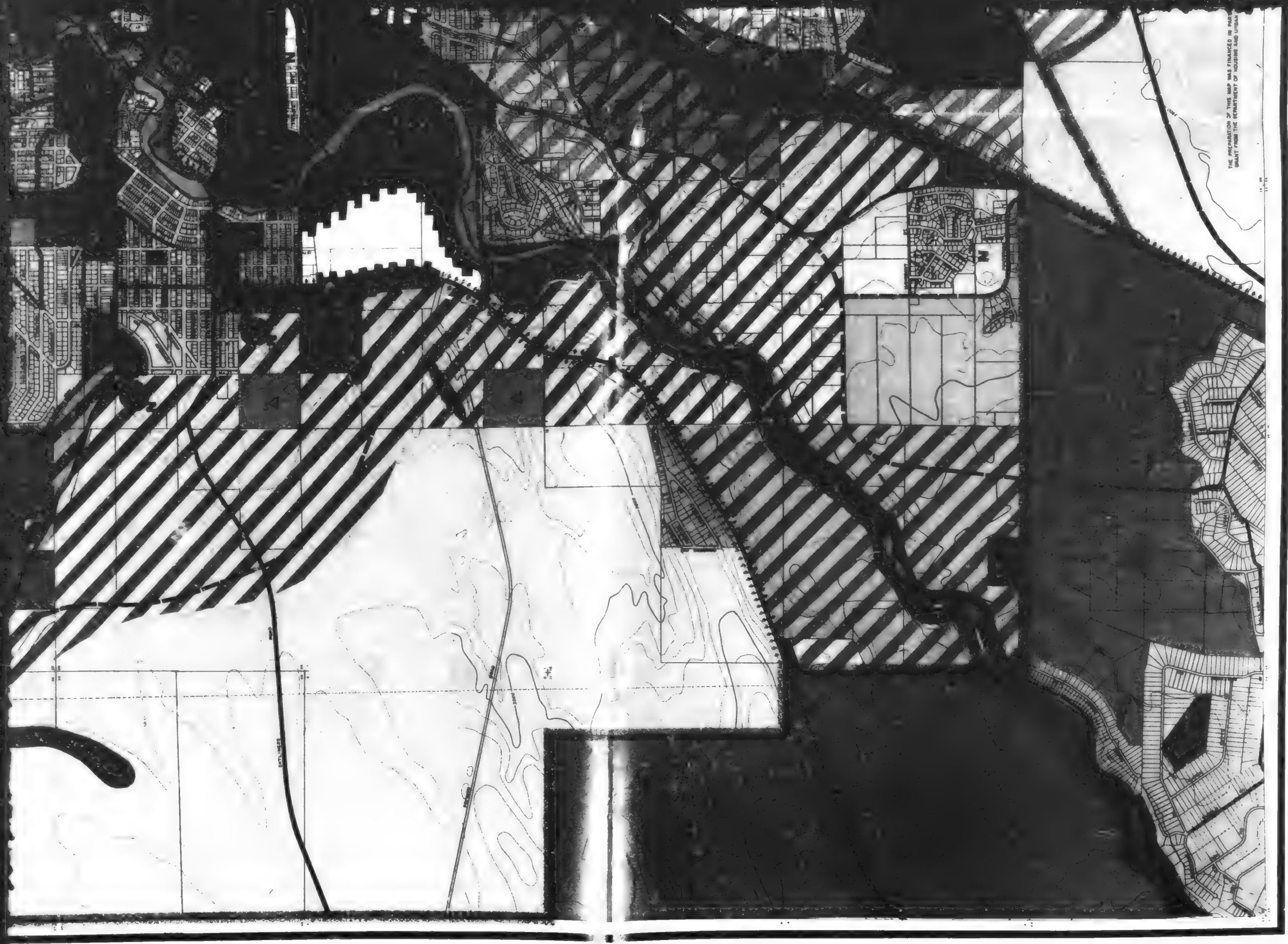
SOLID LINES – EXISTING
DASHED LINES – PROPOSED






S.T.P.
NORTH

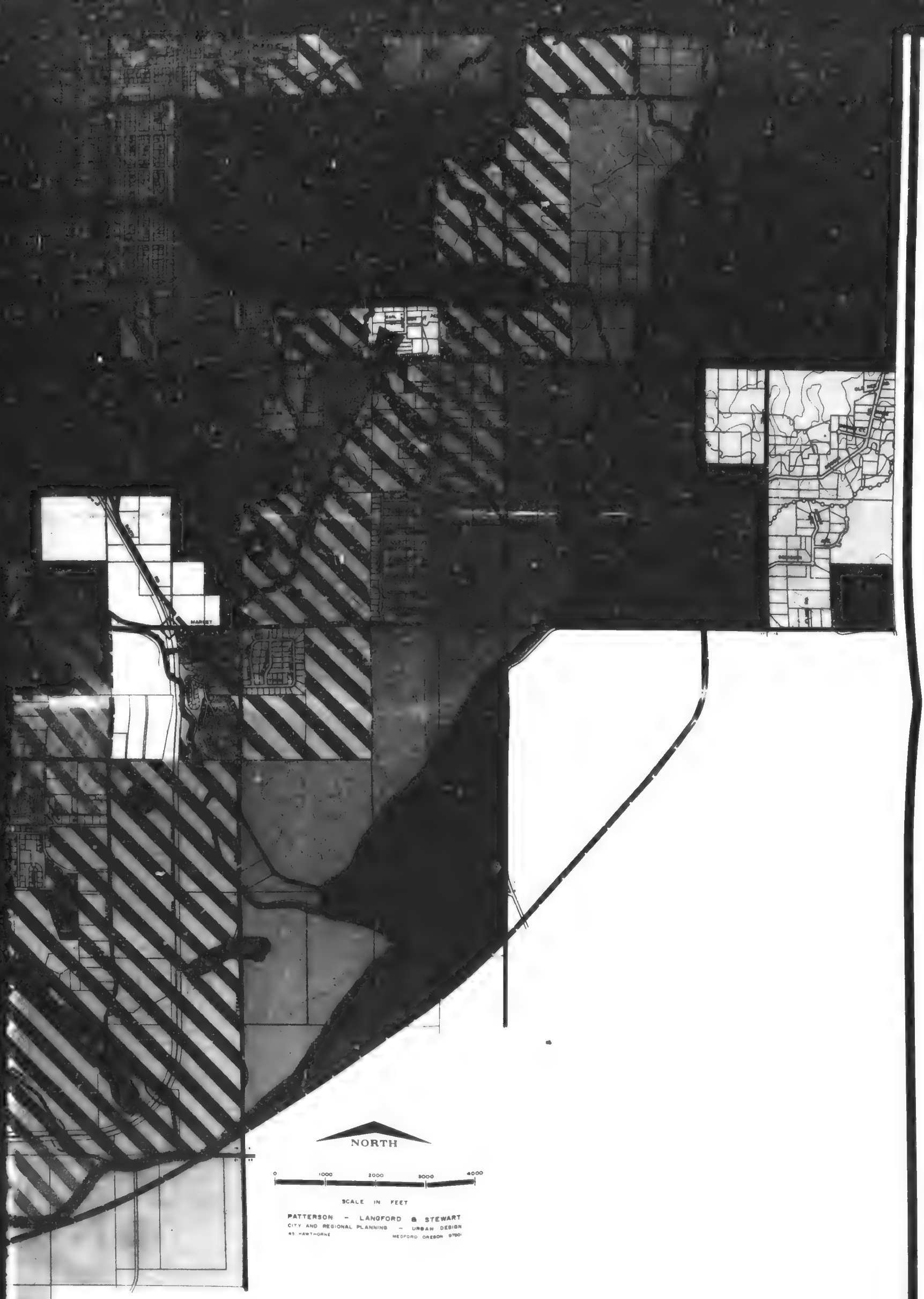
S.T.P.
MARKET


THE PREPARATION OF THIS MAP WAS FINANCED IN PA
PART FROM THE DEPARTMENT OF HOUSING AND URBA

# BEND AREA GENERAL P

## CITY OF BEND AND DESCHUTES COUNTY,

PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH A COMPREHENSIVE PLANNING
GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT – CONTRACT NO. 75-10-01

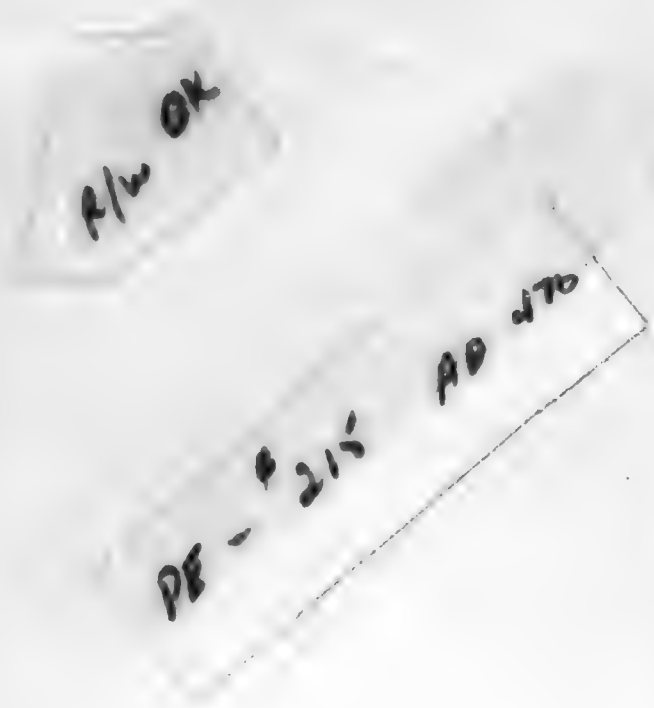



# BEND AREA GENERAL PLAN

## CITY OF BEND AND DESCHUTES COUNTY, OREGON

1979 Watkins St., Schumacher St. &
& Kerby St. in Cave Junction
(Grading & paving)

CSQ 6402 3-23-78



OREGON STATE HIGHWAY DIVISION

# HIGHWAY DIVISION INVOICE

NO. 132058

| BILLING REQ. NO. | YOUR ORDER NO. |
|---|---|
| 6-24-81 | CC 81-34 |

CREDIT DISTRIBUTION

317-1924-295-00-000
317-1002-295-00-000
324.02
317-1002-295-00-000 1,013.34
~~317-1002-297-00-000~~ ~~(1,013.34)~~

NEW:CAVEJUN

Cave Junction City Council
City Hall
Cave Junction, OR 97523

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING: Watkins Street, Schumacher St. and Kerby Ave. - City of Cave Junction. This is an OFF SYSTEM Project No. SOS-1071(1) | | | |
| Total cost of Project | | | $77.628.34 |
| Federal Funds Collected | | | 64,500.00 |
| City Advance Deposit | | | 12,115.00 |
| AMOUNT DUE | | | $1013.34 |

8896

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. |
|---|---|---|
| 6-8-81 | CC 81-34 | |

**CREDIT DISTRIBUTION**

317-1924-295
317-1002-295

**BILL TO:** Code:

Cave Junction City Council

City Hall

Cave Junction, Oregon 97523

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING: Watkins Street, Schumacher St. and Kerby Ave.-City of Cave Junction. This is an OFF SYSTEM Project No. SOS-1701(1) | | | |
| Total cost of Project | | | $77,628.34 |
| Federal Funds Collected | | | 64,500.00 |
| City Advance Deposit | | | 12,115.00 |
| (Please send copy of Itemized Statement with billing) | | | |

| | |
|---|---|
| Advance Deposit Amount | $ 12,115.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 9,670.00 |
| Balance | $ 2,445.00 |
| Transfer to Highway Fund | $ 2,445.00 |
| Refund Due | $ - - - - |
| Partial or final request for billing | FINAL |
| Number of the previous request in connection with this service. | CC 1997 |

Amount Due . . . . . $ 1,013.34

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved:

D. E. Swan

D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** June 8, 1981

**CITY** CAVE JUNCTION **Contract No.** 8896 **Date Completed** July 30, 1979

**PROJECT #** SOS-1701(1) **Section** Watkins, Schumacher and Kerby in Cave Junction

**PAYMENTS TO CONTRACTOR**

| ITEM | TOTAL COST |
|---|---|
| P.E. | $ 2,444.69 |
| Construction | |
| Payment to Contractor | $66,015.30 |
| Engineering | 8,733.38 |
| Audit | 434.97 |
| TOTAL CONSTRUCTION COST | $75,183.65 |
| Total Project Cost | $77,628.34 |
| Federal Funds Collected | 64,500.00 |
| City Advance Deposit | 12,115.00 |
| AMOUNT DUE STATE | $ 1,013.34 |

**Reference:** Billing Form CC 81-34

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS *(Payee must not use this column)* |
|---|---|---|---|---|---|---|
| | Watkins St., Schumacher St.<br>Kerby Ave. (Cave Junction)<br>City Streets, Josephine County | | | | | |
| | Preliminary Engineering<br>Type Code P.E.<br>State | All Required | | | $ 2,373.07 | |
| | Construction<br>Type Code<br>Roadway (Sta. "W" 0+00 To Sta. "W" 2+46 Sta. "S" 0+00 To Sta. "S" 4+25 Sta. "K" 0+18 To Sta. "K" 6+39) | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | 65,884.38 | |
| | Construction Engineering<br>Work by T. Flatebo & Associates, Inc. | All Required | | | 4,036.90 | |
| SFO | #1 Monitor liason engineer (State | All Required | | | 1,765.80 | |
| | State | All Required | | | 706.00 | |
| | Total Participating Engineering | | | | $ 6,508.70 | |
| | Misc. Project Cost<br>Audit | All Required | | | 434.97 | |
| | Total Participating Project Cost | | | | $75,201.12 | |
| | Nonparticipating Cost<br>Preliminary Engineering (State) | All Required | | | $ 71.62 | |
| | Interest on Final Payment | All Required | | | 172.41 | |
| SFO | #1 Monitor liaison engineer (State) | All Required | | | 28.19 | |
| | Construction Engineering | All Required | | | 2,131,04 | |
| | Total Nonparticipating Cost | | | | $ 2,403.26 | |
| | Total Project Cost | | | | $77,604.38 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 3/19/81. | | | | | |
| | AMOUNT CARRIED FORWARD | | | | | |

GPO 844 893

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

## FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

| STATE | FEDERAL AID PROJECT NO. |
|---|---|
| Oregon | SOS-1701(1) |
| PROGRAM APPROVED | VOUCHER PERIOD From: 7-21-78 To: 10-29-80 |

FINANCIAL DATA

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $ 2,444.69 | $ 2,373.07 | 85.77% | $ 2,035.38 | $ 2,035.38 | $ 0.00 |
| 75,160.13 | 72,828.05 | 85.77% | 62,464.62 | 62,464.62 | 0.00 |
| $77,604.82 | $75,201.12 | 85.77% | $64,500.00 | $64,500.00 | $ 0.00 |

| | DATE | BY |
|---|---|---|
| RECEIVED IN FHWA DIVISION OFFICE | | |
| FHWA REVIEW PERFORMED | | |
| PASSED FOR PAYMENT | | Oregon |
| FORWARDED BY FHWA DIVISION OFFICE | | V.E. Skoog, Controller 3-19-81 |

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 317 | 1921 | 920 | 00 | P | 1 | | | |
| 317 | 1921 | 921 | 00 | P | 1 | | | |
| 317 | 1921 | 922 | 00 | P | 1 | | | |
| 317 | 1921 | 922 | 00 | M | 1 | | | |
| | | TOT | P1 | | | | | |
| | | TOT | M1 | | | | | |
| | | ** JOB TOTALS ** | | | | | ** | |

CRNE JUNCTION-SOUTH & HUSSEY CONT NO  * FA PROJ NOS SOS 701001 100

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 317 | 1924 | 295 | 00 | M | 9 | | | |
| 317 | 1924 | 296 | 00 | M | 9 | | | 742. |
| 317 | 1924 | 298 | 00 | M | 9 | | | 742. |
| 317 | 1924 | 901 | 00 | P | 1 | | | |
| 317 | 1924 | 901 | 00 | M | 1 | | | |
| 317 | 1924 | 905 | 00 | P | 1 | | | |
| 317 | 1924 | 906 | 00 | P | 1 | | | |

TOTAL TO DATE JOB COST SUMMARY  APRIL 1981

| DESCRIPT [illegible] JOB FOR DEPARTMENT | PREFIX | | FUNCTION | | | CURRENT MONTH | FISCAL YEAR TO DA |
|---|---|---|---|---|---|---|---|
| | 317 | 1924 | 914 | 00 | P | 1 | |
| | 317 | 1924 | 920 | 00 | P | 1 | |
| | 317 | 1924 | 921 | 00 | P | 1 | |
| | 317 | 1924 | 922 | 00 | P | 1 | |
| | 317 | 1924 | 922 | 00 | M | 1 | |
| | | | TOT | P1 | | | |
| | | | TOT | M1 | | | |
| | | | ** JOB TOTALS ** | | | ** | |

SPTC XING & BOOTH ST-GRNT PS  CONT NO  FA PROJ NOS RRS 625001 100

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 317 | 1925 | 901 | 00 | P | 1 | | | 152. |
| 317 | 1925 | 905 | 00 | P | 1 | | | |
| 317 | 1925 | 914 | 00 | P | 1 | | | |
| | | TOT | P1 | | | | | 152. |
| | | ** JOB TOTALS ** | | | | | ** | 152. |

SO 6TH ST-PARKDALE DR  CONT NO  FA PROJ NOS M 650001 100

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 317 | 1927 | 296 | 00 | M | 9 | | | 30. |
| 317 | 1927 | 298 | 00 | M | 9 | | | 30. |
| 317 | 1927 | 901 | 00 | P | 1 | | | 701. |
| 317 | 1927 | 901 | 00 | M | 1 | | | |
| 317 | 1927 | 905 | 00 | P | 1 | 123.31 | | 6,67 |
| 317 | 1927 | 907 | 00 | P | 1 | | | |
| 317 | 1927 | 909 | 00 | P | 1 | 102.14 | | 8,37 |
| 317 | 1927 | 910 | 00 | P | 1 | | | |
| 317 | 1927 | 911 | 00 | P | 1 | | | |
| 317 | 1927 | 913 | 00 | P | 1 | | | |
| 317 | 1927 | 914 | 00 | P | 1 | | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 317 | 1921 | 920 | 00 | P | 1 | | | | | 127.03 | |
| 317 | 1921 | 921 | 00 | P | 1 | | | | | 569.98 | |
| 317 | 1921 | 922 | 00 | P | 1 | | | | | 35.17 | |
| 317 | 1921 | 922 | 00 | M | 1 | | | | | 57.80 | |
| | | TOT | P1 | | | | | | | 4,001.52 | |
| | | TOT | M1 | | | | | | | 132.59 | |
| | | ** JOB TOTALS ** | | | | ** | | ** | | 6,134.11 | ** |

CONT NO [illegible] FA PROJ NOS SOS 701001 100 STATE

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 317 | 1924 | 295 | 00 | M | 9 | | | | | 170.00 | |
| 317 | 1924 | 296 | 00 | M | 9 | | | 749.38CR | | 2,215.38CR | |
| 317 | 1924 | 298 | 00 | M | 9 | | | 749.38 | | 2,035.38 | |
| 317 | 1924 | 901 | 00 | P | 1 | | | | | 1,051.91 | |
| 317 | 1924 | 901 | 00 | M | 1 | | | | | 63.36 | |
| 317 | 1924 | 905 | 00 | P | 1 | | | | | 505.47 | |
| 317 | 1924 | 906 | 00 | P | 1 | | | | | 158.24 | |

APRIL 1981 PAGE 752

| PREFIX | | FUNCTION | | | | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | |
|---|---|---|---|---|---|---|---|---|---|
| 317 | 1924 | 914 | 00 | P | 1 | | | 61.02 | |
| 317 | 1924 | 920 | 00 | P | 1 | | | 68.48 | |
| 317 | 1924 | 921 | 00 | P | 1 | | | 508.53 | |
| 317 | 1924 | 922 | 00 | P | 1 | | | 18.42 | |
| 317 | 1924 | 922 | 00 | M | 1 | | | 8.26 | |
| | | TOT | P1 | | | | | 2,373.07 | |
| | | TOT | M1 | | | | | 71.62 | |
| | | ** JOB TOTALS ** | | | | ** | | 2,444.69 | ** |

CONT NO [illegible] FA PROJ NOS RRS 625001 100 STATE

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 317 | 1925 | 901 | 00 | P | 1 | | | 152.57 | | 152.57 | |
| 317 | 1925 | 905 | 00 | P | 1 | | | | | 61.77 | |
| 317 | 1925 | 914 | 00 | P | 1 | | | | | 41.64 | |
| | | TOT | P1 | | | | | 152.57 | | 256.38 | |
| | | ** JOB TOTALS ** | | | | ** | | 152.57 | ** | 256.38 | ** |

CONT NO [illegible] FA PROJ NOS M 650001 100 STATE

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 317 | 1927 | 296 | 00 | M | 9 | | | 1,904.97CR | | 27,760.00CR | |
| 317 | 1927 | 298 | 00 | M | 9 | | | 1,904.97 | | 27,760.00 | |
| 317 | 1927 | 901 | 00 | P | 1 | | | 701.67 | | 22,490.67 | |
| 317 | 1927 | 901 | 00 | M | 1 | | | | | 233.01 | |
| 317 | 1927 | 905 | 00 | P | 1 | | 123.31 | 6,679.07 | | 8,805.39 | |
| 317 | 1927 | 906 | 00 | P | 1 | | | | | 696.53 | |
| 317 | 1927 | 909 | 00 | P | 1 | | 102.14 | 8,176.85 | | 10,[illegible] | |
| 317 | 1927 | 910 | 00 | P | 1 | | | 80.08 | | 975.08 | |
| 317 | 1927 | 911 | 00 | P | 1 | | | 20.28 | | 120.45 | |
| 317 | 1927 | 913 | 00 | P | 1 | | | 530.49 | | 671.[illegible] | |
| 317 | 1927 | 914 | 00 | P | 1 | | | 681.33 | | 681.33 | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | 315 | 1095 | 900 | 00 | P | 1 | |
| | | | 315 | 1095 | 900 | 00 | N | 1 | |
| | | | 315 | 1095 | 915 | 00 | P | 1 | |
| | | | | | TOT | P1 | | | |
| | | | | | TOT | N1 | | | |
| | | | | | ** JOB TOTALS ** | | | | ** |
| GRANTS-SCHWARCHR-KERRYSTCVJUNC | | CONT NO 8896 X FA PROJ NOS SOS 701001 100 | | | | | | | |
| | | | 317 | 1002 | 201 | 00 | P | 1 | |
| | | | 317 | 1002 | 206 | 00 | N | 1 | |

TOTAL TO DATE JOB COST SUMMARY

| DESCRIPTION (F JOB OR DEPARTMENT | PREFIX | | FUNCTION | | GR | CURRENT MONTH | YE |
|---|---|---|---|---|---|---|---|
| | 317 | 1002 | 208 | 00 | N 1 | | |
| | 317 | 1002 | 295 | 00 | N 9 | | |
| | 317 | 1002 | 296 | 00 | N 9 | | |
| | 317 | 1002 | 298 | 00 | N 9 | | |
| | 317 | 1002 | 900 | 00 | P 1 | | |
| | 317 | 1002 | 900 | 00 | N 1 | | |
| | 317 | 1002 | 900 | 01 | P 1 | | |
| | 317 | 1002 | 900 | 01 | N 1 | | |
| | 317 | 1002 | 915 | 00 | P 1 | | |
| | 317 | 1002 | 920 | 00 | P 1 | | |
| | 317 | 1002 | 921 | 00 | P 1 | | |
| | 317 | 1002 | 927 | 00 | N 1 | | |
| | 317 | 1002 | 928 | 00 | N 1 | | |
| | 317 | 1002 | 948 | 00 | N 1 | 23.52 | |
| | | | TOT | P1 | | | |
| | | | TOT | N1 | | 23.52 | |
| | | | ** JOB TOTALS ** | | | 23.52 | ** |
| GRANTS PASS PV MARK PROJ | CONT NO 8944 X FA PROJ NOS PMS 005089 100 | | | | | | |
| | 317 | 1004 | 201 | 00 | P 1 | | |
| | 317 | 1004 | 206 | 00 | N 1 | | |
| | 317 | 1004 | 270 | 01 | P 1 | | |
| | 317 | 1004 | 296 | 00 | N 9 | | |
| | 317 | 1004 | 298 | 00 | N 9 | | |
| | 317 | 1004 | 900 | 00 | P 1 | | |
| | 317 | 1004 | 900 | 00 | N 1 | | |
| | 317 | 1004 | 920 | 00 | P 1 | | |
| | 317 | 1004 | 948 | 00 | N 1 | | |
| | 317 | 1004 | 950 | 00 | P 1 | | |
| | | | TOT | P1 | | | |
| | | | TOT | N1 | | | |
| | | | ** JOB TOTALS ** | | | | ** |
| SPTC XNG BOOTH ST(G PASS) | CONT NO | | FA PROJ NOS RRS 625001 100 | | | | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 315 | 1095 | 900 | 00 | P | 1 | | | | 2,724.49 | | 77 | 79 |
| | 315 | 1095 | 900 | 00 | N | 1 | | | | 115.39 | | 77 | 79 |
| | 315 | 1095 | 915 | 00 | P | 1 | | | | 150.07 | | 79 | 79 |
| | | | TOT | P1 | | | | | | 48,220.54 | | | |
| | | | TOT | N1 | | | | | | 133.90 | | | |
| | | | ** JOB TOTALS ** | | | | | ** | ** | 48,354.44 | ** | | |
| NC CONT NO 8896 X FA PROJ NOS SOS 701001 100 | | | | | | | | | | | STATE | | |
| | 317 | 1002 | 201 | 00 | P | 1 | | | | 65,884.38 | | 79 | 80 |
| | 317 | 1002 | 206 | 00 | N | 1 | | | | 172.41 | | 30 | 80 |



| ENT | PREFIX | | FUNCTION | GR | | | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE BEG | YRS END |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 317 | 1002 | 208 | 00 | N | 1 | | | 41.49CR | 80 | 80 |
| | 317 | 1002 | 295 | 00 | N | 9 | | | 9,500.00 | 79 | 79 |
| | 317 | 1002 | 296 | 00 | N | 9 | | 749.38 | 71,964.62CR | 79 | 81 |
| | 317 | 1002 | 298 | 00 | N | 9 | | 749.38CR | 62,464.62 | 79 | 81 |
| | 317 | 1002 | 900 | 00 | P | 1 | | 1,508.26CR | 4,565.48 | 79 | 81 |
| | 317 | 1002 | 900 | 00 | N | 1 | | 2,122.04 | 2,131.48 | 79 | 81 |
| | 312 | 1002 | 900 | 01 | P | 1 | | | 1,765.80 | 79 | 80 |
| | 317 | 1002 | 900 | 01 | N | 1 | | | 28.19 | 80 | 80 |
| | 317 | 1002 | 915 | 00 | P | 1 | | 434.97 | 434.97 | 80 | 81 |
| | 317 | 1002 | 920 | 00 | P | 1 | | | 54.91 | 79 | 79 |
| | 317 | 1002 | 921 | 00 | P | 1 | | | 122.51 | 79 | 79 |
| | 317 | 1002 | 927 | 00 | N | 1 | | | 18.57 | 79 | 79 |
| | 312 | 1002 | 928 | 00 | N | 1 | | | 22.92 | 80 | 80 |
| | 317 | 1002 | 948 | 00 | N | 1 | 23.52 | 23.52 | 23.52 | 81 | 81 |
| | | | TOT | P1 | | | | 1,073.29CR | 72,828.05 | | |
| | | | TOT | N1 | | | 23.52 | 2,145.56 | 2,355.60 | | |
| | | | ** JOB TOTALS ** | | | | 23.52 ** | 1,072.27 ** | 75,183.65 ** | | |
| CONT NO 8944 X FA PROJ NOS PMS 005089 100 | | | | | | | | | | STATE | |
| | 317 | 1004 | 201 | 00 | P | 1 | | | 77,216.61 | 79 | 81 |
| | 317 | 1004 | 206 | 00 | N | 1 | | | 5.14 | 79 | 81 |
| | 317 | 1004 | 270 | 01 | P | 1 | | | 282.60 | 79 | 81 |
| | 317 | 1004 | 296 | 00 | N | 9 | | 11.48CR | 88,957.85CR | 79 | 81 |
| | 317 | 1004 | 298 | 00 | N | 9 | | 11.48 | 88,957.85 | 79 | 81 |
| | 317 | 1004 | 900 | 00 | P | 1 | | 11.48 | 11,341.24 | 79 | 81 |
| | 317 | 1004 | 900 | 00 | N | 1 | | | 108.44 | 79 | 81 |
| | 317 | 1004 | 920 | 00 | P | 1 | | | 36.02 | 79 | 81 |
| | 317 | 1004 | 948 | 00 | N | 1 | | 11.94 | 11.94 | 81 | 81 |
| | 317 | 1004 | 950 | 00 | P | 1 | | | 82.38 | 79 | 81 |
| | | | TOT | P1 | | | | 11.48 | 88,957.85 | | |
| | | | TOT | N1 | | | | 11.94 | 125.52 | | |
| | | | ** JOB TOTALS ** | | | | ** | 23.42 ** | 89,083.37 ** | | |
| CONT NO | | | FA PROJ NOS RRS 625001 100 | | | | | | | STATE | |

#8896

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

*(PPM 20-5)*

**INSTRUCTIONS:** *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

| 1. PROJECT NO. | 2. COUNTY | 3. STATE |
|---|---|---|
| SOS-1701(1) | Josephine | Oregon 8896 |

**4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED**

Work on this project, besides additional and incidental, involved the constructinn of roadbed grading, aggregate base and asphalt concrete pavement. Work was completed July 30, 1979 on Watkins St., Schumacher St., and Kerby Ave. in Cave Junction.

| 5. CONTRACTOR'S NAME | 6. CONTRACT AMOUNT |
|---|---|
| Copeland Paving, Inc. | $ 63,432.80 |

**7. CERTIFICATION:** *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* E V Kensey

TITLE Assistant State Highway Engineer

**8. REMARKS**

*The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.*

Info / Inves / R/D / D/R / Sign / Act / File — REFER TO — FOR — Keasey — 11-10 — NOV 7 - '80 — RECEIVED STATE HWY ENGR

**9. IMPROVEMENT AS CONSTRUCTED**

| ROADBED (Width _____ feet) | | | STRUCTURES OVER 20-FOOT SPAN | |
|---|---|---|---|---|
| TYPE CODE NUMBER | NET LENGTH (Miles) | BASE SURFACING WIDTH (Feet) | TYPE CODE NUMBER | NET LENGTH (Miles) |
| | | | | |

| 10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY | 11. DATE OF INSPECTION |
|---|---|
| T. P. Lowe, Area Engineer | 10/23/79 |

12. IN COMPANY WITH
Jim Gix and Keith Martin, OSHD

**ACCEPTANCE OF PROJECT IS RECOMMENDED**

13. SIGNATURE T. P. Lowe — T. P. Lowe

| 14. TITLE | 15. DATE |
|---|---|
| Area Engineer | 10-29-80 |

**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**

16. SIGNATURE G. K. Hossner — G. K. Hossner

| 17. TITLE | 18. DATE |
|---|---|
| Field Operations Engineer | 10-29-80 |

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

#8896

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

# memorandum

Subject: Oregon Project SOS-1701(1)
Consultant Engineering Agreement
(Mr. Swan's ltr, 10-2-80)

Date: October 21, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HAM-OR

To: Mr. H. S. Coulter, State Highway Engineer

Our March 10, 1978 memorandum to Mr. Klaboe, subject, Consultant Contract Agreement, advised that Federal Highway Administration pre-award review and/or approval will not be required of proposed consultant contracts which are not expected to exceed $5,000; and that unless specifically requested, we would provide post-award approval of such contracts only.

The consultant agreement with T. Flatebo and Associates referred to in Mr. Swan's letter meets the above criteria and does not require pre-award approval. Therefore, costs in the amount of $4,036.90 are considered eligible for Federal participation.

for G. L. Green

cc:
OSHD (D Swan, Fed Aid Sec, Ofc of Proj Mgmt)

RECEIVED
STATE HWY ENGR
OCT 22 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8896

VICTOR ATIYEH
GOVERNOR

# *Department of Transportation*
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6

October 2, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project No. SOS-1701(1)
Watkins St., Schumacher St., & Kerby Ave. (Cave Junction) Sec.
Consultant Engineering Agreement
Josephine County

I hereby request your concurrence in a finding in the public interest that construction engineering work performed by the consultant firm of T. Flatebo and Associates is an eligible cost on the project based on the following.

The enclosed correspondence indicates the consultant had been retained by the City as City engineer and that preliminary engineering for the project had been undertaken by the consultant prior to project approval at city expense. Subsequent to approval of the project for federal funding the City and Consultant prepared and executed a Consultant Agreement covering the construction engineering phase to comply with federal regulations. The agreement was then approved by the State on January 11, 1979 for an amount not to exceed $4,038 for construction engineering and final payment to the consultant has been made for $4,036.90. The normal consultant selection process did not apply in this case since the City had engaged the consultants services on a retainer basis to perform City Engineering work.

The City acted in good faith, therefore we feel it is not in the public interest to penalize the City for construction engineering performed by the Consultant due to an oversight on the State's part in not getting your approval of the Consultant Agreement.

CL:bke
Enc.

cc: H. Reynoldson
R. Hacek

Form 734-3122

March 12, 1980

Industrial Indemnity Company
Attention: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

COM 5
Contract #8896

Gentlemen:

Contract No. 8896 awarded to Copeland Paving, Inc. for work on Watkins Street, Schumacher Street and Kerby Street in Cave Junction in Josephine County was completed on July 30, 1979, and accepted by the State Highway Division on March 7, 1980.

Final payment in the amount of $3,532.60 will be released to the contractor after March 17, 1980. The total contract amount is $65,884.38. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

dmc
cc: Copeland Paving, Inc.
P. O. Box 608
Grants Pass, OR 97526

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8976

3

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Douglas S. Coats<br>No. 8841 | Malheur River (Clark Lane) Bridge<br>Harney County | February 11, 1980 |
| Fred H. Slate Co.<br>No. 8756 | Remote Section<br>Coos County | February 11, 1980 |
| J. C. Compton Co.<br>No. 8675 | Lincoln County Line-Heceta Head<br>Lincoln & Lane Counties | February 11, 1980 |
| Baker Rock Crushing Co.<br>No. 8774 | Tualatin Valley Hwy.-S. Nectarine St. (Cornelius)<br>Washington County | February 12, 1980 |
| Jarl Const., Inc.<br>No. 8910 | Moro Rock Production<br>Sherman County | February 12, 1980 |
| Hamilton Construction Co.<br>No. 8869 | No. 1 Drain & Lost River Diversion Channel Bridges<br>Klamath County | February 18, 1980 |
| R. A. Hatch Co.<br>No. 8767 | Agate Beach-NE 20th St. (Newport)<br>Lincoln County | February 19, 1980 |
| Morse Bros. Lincoln Ready Mix, Inc.<br>No. 8983 | Depoe Bay (Ellingson St.-Coast Ave.)<br>Lincoln County | February 20, 1980 |
| DANCO Construction, Inc.<br>No. 8920 | Hubbard/Broadacres Rd.-Case Rd.<br>Marion County | February 22, 1980 |
| Hamilton Electric, Inc.<br>No. 8931 | Pac. Hwy. W @ 19th St. (McMinnville)<br>Yamhill County | February 22, 1980 |
| Central Oregon Pavers, Inc.<br>No. 8932 | Crook Co. Line-Ochoco Cr. & Prineville-Dry Creek<br>Crook County | February 22, 1980 |
| Hertz Electric, Inc.<br>No. 8965 | Silverton Rd. NE @ Cordon Rd.<br>Marion County | February 25, 1980 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Roy L. Houck Const.Co. No. 8942 | Ochoco Hwy.-Ochoco Ranger Station Crook County | February 25, 1980 |
| J. B. Steel, Inc. No. 8831 | Portland St.-S. 6th Bikeway (Klamath Falls) Klamath County | February 26, 1980 |
| Hamilton Electric,Inc. No. 8911 | Wilsonville Rd. @ Boones Ferry Rd. (Wilsonville) Clackamas County | February 26, 1980 |
| Houck-McCall Corp. No. 9047 | Long Butte Rock Production Deschutes County | February 27, 1980 |
| Mill Plain Electric, Inc. No. 8846 | Cape Creek Tunnel Lane County | February 28, 1980 |
| Cascade Const. Co.,Inc. No. 8752 | Pac. Hwy. W-SW 3rd St. (Sherwood) Washington County | February 29, 1980 |
| L. W. Hembree Co. No. 8858 | NW St. Helens Rd. @ NW Bridge Ave. Multnomah County | February 29, 1980 |
| C. G. Gredvig, Inc. No. 9005 | Coast Range Summit-S. Fork Gales Cr. Washington County | March 4, 1980 |
| Eucon Corp. No. 8886 | Pendleton-McKay Reservoir Umatilla County | March 7, 1980 |
| Hamilton Electric,Inc. No. 8930 | Empire/Coos Bay Hwy. @ K-Mart Access (Coos Bay) Coos County | March 7, 1980 |
| Copeland Paving,Inc. No. 8896 | Watkins St., Schumacher St., Kerby St. (Cave Jct.) Josephine County | March 7, 1980 |
| F. H. McEwen Const.Co. No. 8761 | Wagontire-Lake County Line Harney & Lake Counties | March 10, 1980 |

March 11, 1980

C. T. Keasey
Asst. State Highway Engineer

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments (DEPT.) 378-6594 (TELEPHONE) FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: March 7, 1980

FROM: C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of March 7, 1980.

| | |
|---|---|
| Contract | 8896, Work Completed July 30, 1979 |
| Project | Watkins St.,Schumacher St.,Kerby St.(Cave Jct.) |
| Highway | City Streets |
| County | Josephine |
| Type of Work | Grading and Paving |
| Contractor | Copeland Paving, Inc. |

RDC:mk

cc: H. S. Coulter
R. D. Church

Surety Notified
3-12-80

8896

**OREGON STATE**
**HIGHWAY DIVISION**

PO Box 306
Grants Pass, Oregon 97526

11 February 1980

City of Cave Junction
PO Box F
Cave Junction, Oregon

Re: Watkins,Schumacher,Kerby Sts
Cave Junction City Streets
Josephine County
Contract 8896

F. B. KLABOE
Administrator of Highways

Gentlemen;

I am returning the original copy of Field Book #2 for your project files. I have also enclosed a copy of the final check by the Final Estimates Unit. This completes the quantity documentation except for the "As Constructed" plans. The "As Constructed" plans are required by Section IV 7. of the Consultant Agreement.

The quality control documentation requested in my letter of 11 January 1980 has not been received.

Sincerely,

Keith L. Martin

Keith L. Martin
Resident Engineer

cc: Region Engineer
Construction Engineer
Project Management
Josephine County
Torliev Flatebo /w. encl.

Form 81-734-3122

# OREGON STATE
# HIGHWAY DIVISION

PO Box 306
Grants Pass, Oregon

F. B. KLABOE
Administrator of Highways

11 January 1980

City of Cave Junction
PO Box F
Cave Junction , Oregon

Re: Watkins,Schumacher,Kerby Sts.
Cave Junction City Streets
Josephine County
Contract 8896

Gentlemen;

The agreement for this project includes the following sentence in paragraph 5 of the section designated "things to be done by city": All construction engineering inspection functions and material testing performed by City, or its agent shall be documented using forms and reports acceptable to state. Mr. Bruner, Mayor of Cave Junction, certified in his letter of August 15, 1979 that specifications were adhered to; all material used were in reasonably close conformity to specification requirements; and that all records and reports have been maintained in the project files to document compliance with FHWA and State Standards and Procedures.

I am enclosing a copy of my 16 November 1979 letter to your engineer, Mr. Flatebo. The first paragraph on page 2 noted that documentation had not been received for some items on this contract. I also furnished copies of State procedures used for documentation. These procedures were not followed when the semi-final estimate was resubmitted. The quality documentation was reviewed by the quality control engineer and found to be deficient. Until these deficiencies are corrected the State Construction Engineer will not be able to certify that, "the work was completed in substantial compliance with the contract plans and specifications using acceptable construction practices and approved material testing and inspection procedures." Without the Construction Engineer certification, there will be no federal aide participation in the cost of this project.

The objection is not necessarily with the workmanship or material used by the contractor. The problem is that no documentation of testing, inspection, and/or acceptance is available for certain bid items. Additional documentation will be required for the following items:

BID ITEM

11- 1½"--0" Aggregate Base
Field Inspection Reports describing the method of acceptance and quantities accepted on days material was placed; signed by either the City's Resident

City of Cave Junction
11 January 1980

Re: Watkins,Schumacher,Kerby Sts.
Contract 8896

Engineer or his representative per the instructions contained on pages 106.08-21 and 106.08-22, Small Quantity Schedule, of the Advance Issue of the Construction Manual.

12- 3/4"-0 Aggregate Base
FIR's same as Item 11.

13- Class "C" Asphalt Concrete
F.I.R. required to document method of acceptance under Small Quantity guidelines. There is no evidence that compaction requirements in page 20 of the Special Provisions were checked.

14- 12" Concrete Pipe
F.I.R.'s on identification and condition of pipe on arrival at project and suitability of installation. The F.I.R should also note that acceptance was based on Small Quantity guidelines and method of acceptance whether visual or statement of compliance.

15- Concrete Inlets
F.I.R.'S on metal grates. We have some copies of physical and chemical tests on steel which apparently Gilmore Steel Corp. sold to Adams Garage in Central Point. I presume that you can tie these into this project somehow.

15- Structural Concrete
16 FIR'S on installation and compliance of mix with
17 specifications contained on page 23 of Special Provisions. Strength not a requirement, however, cylinder test results, indicated as basis of acceptance on test result summary, will be accepted providing strength is adequate. So will Swiss hammer tests to document strength or concrete supplier's certification of compliance be acceptable.

19- Concrete Ditch Lining
F.I.R.'s on compliance of ingredients, application and suitability of final product per 504.52 of the Standard Spacifications.

The F.I.R. furnished for this item only states that a cement-sand mixture was applied. Section 504.52 of the Specifications includes requirements for proportions, water content, mixing, and curing which would apply to this project.

If you have this data in the project file as certified, please furnish a copy to this office for review. If you do not have this data, I will try to help you obtain suitable documentation I have enclosed copies of sheets 106.08-21-22 for your information.

City of Cave Junction
11 January 1980

Re: Watkins,Schumacher,Kerby Sts
Contract 8896

The final payment to the contractor is not being released until this matter is resolved and I receive the calculations requested in my letter of 18 December 1979. The retainage is approximately $3100 with interest at 1%/month.

Sincerely,

Keith L. Martin
,Liaison Engineer

cc: Region
Construction
Project Management
Josephine County
Torliev Flatebo

8896

# OREGON STATE
# HIGHWAY DIVISION

PO Box 306
Grants Pass, Oregon 97526

18 December 1979

Torliev Flatebo & Assoc.
935 N 5th
Jacksonville, Oregon

Re: Watkins,Schumacher,Kerby Sts
Cave Junction City Streets
Josephine County
Contract 8896

F. B. KLABOE
Administrator of Highways

Mr. Flatebo;

I am returning the calculations for Bid Item #8, General Excavation. Since you do not have any field notes, I assume that the green calculation sheets with the sketches are your source documents. A source document must be signed and dated to be acceptable. The other item noted by Roger Gebauer was the failure to include intermediate elevation breaks in your calculations.

I discussed this with Roger on the phone. He suggested the use of a cross-section note format to simplify calculations and backcheck. I am enclosing copies of sheets VI-15 thru VI-21 from the State Survey Manual as an example of a method to record cross-section notes.

When you have made the appropriate corrections return through to this office.

Sincerely,

Keith L. Martin
Resident Engineer

cc: Region Engineer
Construction Engineer
Project Management
Cith of Cave Junction
Josephine County

8896

# OREGON STATE HIGHWAY DIVISION

PO Box 306
Grants Pass, Oregon

16 November 1979

T. Flatebo & Assoc.
935 N 5th
Jacksonville, Oregon 97530

Re: Watkins,Schumacher,Kerby Sts.
Cave Junction City Streets
Josephine County
Contract 8896

T. Flatebo,

I am returning the semi-final estimate (Progress Estimate and Cost Report) for your signature. Price Agreement #2 was not included on the semi-final estimate. You should do so with the value included on the total paycosts line. This should also be included on the Index and Summary of quantities. The original of Field Book #2 is also returned as the calculations for Bid Item #15, Concrete Inlets, are not in accordance with page 3 of the 11 September letter from Roger Gebauer. Please resubmit Field Book #2 after making corrections.

I am enclosing your statement of Overruns and Underruns and a copy of Oregon State Highway Division Notice Number 79-8 which explains the procedures for completing this statement. The item for anticipated items will be 0. The only contingency payment is Price Agreement #2 which will indicate a minus figure for the semi-final and a percent Underrun greater than 100%. The engineering item includes both liaison engineering by my office on SFO #1, engineering charges for my personnel and your charges. The engineering charges by my personnel for wieghing trucks, checking trucks, and misc. are $900.00 with no additional charges anticipated. The liaison engineering charges to date are $2,000.00 with total quantities estimated to be $2,700.00. Your invoice was approved for $3,492.15. The estimate should reflect actual engineering costs to date. The statement of overruns and underruns should reflect the estimated total engineering charges.

Price Agreements #1 and #2 have been approved and copies are forwarded for your files. Since you did not have your calculations checked before having Copeland sign the Price Agreement we will have to use the quantities shown on the Price Agreement. This would make Bid Item #11, 1½"-0 Aggregate Base, 2114.1 Tons and Bid Item #12, 3/4" Aggregate Base, 685.7 Tons. You should change the Index and the semi-final estimate to reflect these quantities.

T. Flatebo
16 November 1979

Return Semi-Final Estimate
Contract 8896

I am returning your Test Result Summary as you indicate many visual tests with no documentation. The example I gave you showed the Field Inspection Report number in the remarks column when visual inspections were performed. Neither this office nor the Materials Section has received any documentation to support these visual inspections. I am enclosing copies of sheets 106.08-1, 106.08-2, 106.08-4, 106.08-21 and 106.08-22 from the State Construction Manual. These pages will explain one method of documenting acceptance. If you have another method, please submit your procedures for approval.

I had forgotten to tell you of the Resident Engineer's Labor Compliance Certification. A copy of Oregon State Highway Division Notice 79-2 explaining this form and some blank forms are enclosed. You did not include the employee interviews with the payroll data submitted.

John Widmer, a State EEO Officer, sent a letter to the Prime Contractor August 10, 1978 requesting subcontractor information. On August 29 I forwarded a copy of his letter and asked you to forward the information to my office. Mr. Copeland tells me this information was sent to your office on August 14. Would you please submit this information to my office.

I believe the enclosed material will answer any question. If you have any difficulties feel free to call me.

Sincerely.

Keith L. Martin
Liaison Engineer

cc: Region Engineer
Construction Engineer
Project Management

8896

Effective Date
11-1-78
MCH:dmc

CONSULTANT AGREEMENT
LOCAL GOVERNMENT PROJECT

11-10-78

THIS AGREEMENT is made and entered into by and between City of Cave Junction, acting by and through its elected Officials, hereinafter referred to as City and the consulting firm of T. Flatebo and Associates, licensed to perform engineering services in the State of Oregon, hereinafter referred to as "Consultant" and/or "Contractor".

W I T N E S S E T H

RECITALS

1. State and City plan and propose to construct the 1290 Feet Section of *) utilizing federal-aid funds which have been made available for that purpose. The State of Oregon, acting by and through its Department of Transportation, Highway Division, hereinafter referred to as "State", together with the Federal Highway Administration, hereinafter referred to as "FHWA", are responsible for the administration of federal-aid highway funds.

2. City, in their judgment, have deemed it advisable and desirable to engage the professional services of a qualified consulting firm to perform the necessary engineering work, and the firm shall be recognized as the agent for City in the performance of this engineering service.

3. Consultant, by entering into this agreement, represents that he is in full compliance with the statutes of the State of Oregon for registration of professional engineers and that all personnel assigned to the work required under this agreement are fully qualified to perform the work in a competent and professional manner.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

OBJECTIVES AND SCOPE OF WORK

1. The objective of the project is to provide improvement to the flow of traffic and increase the safety of vehicular and pedestrian traffic along the 1290 Feet Section of *) Road. Hereinafter, all acts necessary to accomplish this objective shall be referred to as "project".

*)Watkins Street, Schuemaker Street, and Kerby Ave.

2. The scope of work to be performed by Consultant shall include all engineering services related to the location, design and construction of the project, including but not limited to the following:

PRELIMINARY ENGINEERING (LUMP SUM)

To Be Performed By:

| COUNTY CITY | STATE | CONSULT. | |
|---|---|---|---|
| | | | Coordinate meetings with LGA and State |
| | | X | Preliminary field surveys |
| | | | Foundation investigations |
| | | | Hydraulic studies and reports |
| | | X | Environmental assessment and statements |
| X | | | Prepare applications and obtain all required permits |
| | | | Prepare right-of-way descriptions |
| | | X | Prepare preliminary designs |
| | | X | Prepare final plans |
| | | X | Compute quantities and cost estimates |
| | | X | Prepare special provisions |
| | | X | Submit plans, specifications and estimates to State |
| | | X | Revise plans as required by State |
| | | | Other (specify) |

CONSTRUCTION ENGINEERING (COST PLUS NET FEE)

| | | | |
|---|---|---|---|
| X | | | Preconstruction conference |
| | | X | Construction staking |
| | | X | Establish grades |
| | | X | Technical construction inspection |
| | | X | Resident Engineer services (contract administration) |
| | | X | Field material testing and inspection |
| | X | | Central Laboratory testing |
| | X | | "Off-site" material testing and inspection |
| | | | Checking of shop drawings |
| | | X | Prepare "as constructed" plans |
| | | | Other (specify) |

3. Construction plans shall be prepared in conformance with standard practices of State for plans prepared by its own staff. Procedures shall be consistent with the provisions of the current editions of the various manuals pertaining to design which are published by State. Consultant shall make such minor changes, amendments or revisions in the details of the work as may be required by State or City. When alternates are being considered, State or City shall have the right of selection.

4. Consultant shall provide all construction engineering services and technical inspection functions during construction of the project. Personnel may be required by State to demonstrate a competency in the particular area of inspection to which they are assigned. All construction engineering services, inspection functions and material testing performed by Consultant shall be documented using forms and reports acceptable to State. All materials which require laboratory testing shall be tested in State's Central Laboratory at Salem, or in a laboratory approved by State to perform such tests. Consultant shall prepare an estimate of costs for foundation investigation, hydraulic studies, "off-site" materials testing and inspection, and laboratory materials testing. In the event Consultant contracts, but is unable to perform any of these functions, State may, at Consultant's request, perform these services with the actual cost to be billed directly to Consultant or deducted from Consultant's proposed fees.

5. State and FHWA shall have the right to initiate conferences with Consultant and City to participate in the review of work in progress. As a minimum, conferences shall be arranged prior to proceeding with any work on the project, and upon completion of the field survey work. On any structural design projects a conference between State, City and Consultant will be required before proceeding with final design. A preliminary plan together with a complete hydraulic report, if appropriate, and a preliminary foundation report will be required at this time.

6. State shall prepare the contract documents, advertise for bids and award all construction contracts.

## DESIGN CRITERIA

1. State shall designate the basic premises and criteria for the design. Plans shall be developed in accordance with design standards published by AASHTO which pertain to the type of facility proposed. The latest design standards adopted by AASHTO shall govern design of highway bridges and related structures. Standard drawings published by State shall be used as a guide in all cases where they fit design conditions. Title sheets, typical section sheets, plan and profile sheets and pipe data sheets may be obtained from State Central Stores. "Oregon Standard Specifications for Highway Construction" and "Standard Drawings" may be obtained from the OSHD Road Design Section.

ITEMS FURNISHED TO CONSULTANT

1. City shall furnish Consultant with any available copies of plans, profiles, cross sections or other documents which will facilitate the preparation of plans and studies within the limits of the project.

DOCUMENTS FURNISHED BY CONSULTANT

1. All documents, including photographic negatives used in the project, shall become and remain the property of City and may be used by it without restriction.

2. The following documents shall be furnished to City by Consultant.

(a) Two (2) copies of the completed contract drawings and specifications.

(b) Two (2) copies of the detailed estimate of cost for construction of the project.

(c) One (1) set of contract plans on permanent scale stable reproducibles to a scale that will be readable when reduced to ½ size, with one (1) copy of all reports and drawings pertaining thereto, plus an equal number of revised copies, if review discloses that revisions are necessary.

(d) Five (5) copies of the special provisions to the Standard Specifications.

(e) One (1) copy of all survey notes taken by Consultant.

(f) One (1) copy of the quantity and design computations.

(g) One (1) unreduced copy of the "as constructed" plans, if Consultant performs services during construction.

TIME OF BEGINNING AND COMPLETION

1. Consultant shall not begin any work on the project until authorized in writing by City. The time required for completion of all preliminary engineering work under this agreement shall be 180 calendar days following authorization to proceed.

2. Established completion time shall not be extended because of any unwarranted delays attributable to Consultant, but may be extended by City in the event of a delay attributable to City or because of unavoidable delays caused by an act of God, governmental actions or other conditions beyond the control of Consultant.

3. Delays attributable to or caused by one of the parties hereto amounting to 360 days or more affecting the completion of the work may be considered a cause for renegotiation or termination of this agreement by the other party.

PAYMENT City pays all preliminary engineering with no federal funds.

~~1. Payment for all preliminary engineering and design work accomplished under the terms of this agreement shall be a lump sum in the total amount of Dollars ($ )~~

2. Payment for construction engineering services accomplished under the terms of this agreement shall be on the basis of Consultant's actual cost plus a net fee. The actual cost includes direct salary cost, overhead and direct nonsalary cost.

(a) The direct salary cost is the salary expense for professional and technical personnel and principals for the time they are productively engaged in work necessary to fulfill the terms of this agreement. The direct salary costs are estimated to be approximately Dollars ($ 2550.00 ) as set forth in the attached Exhibit A and by this reference made a part hereof.

(b) The overhead costs as identified in Exhibit A are determined as 25 % of the direct salary cost. The overhead costs are estimated to be approximately Dollars ($638.00 ). The overhead cost rate is an estimate based on currently available accounting information and shall be used for all progress payments over the period of the agreement. The final overhead cost rate is subject to adjustment based on an audit performed by State or FHWA on completion of the project.

(c) The direct nonsalary costs are those costs directly incurred in fulfilling the terms of this agreement including but not limited to, travel, reproduction, telephone,

supplies, laboratory testing, and fees of outside consultants. The direct nonsalary costs are estimated to be approximately _____ Dollars ($ 350.00 ) as set forth in the attached Exhibit A.

(d) The net fee, which represents Consultant's profit, shall be _____ Dollars ($ 500.00 ). The net fee will be prorated and paid monthly in proportion to the percentage of the project completed as estimated in Consultant's monthly progress reports and approved by _____ City _____. Any portion of the net fee not previously paid in the monthly payments will be covered in the final payment.

(e) The actual direct cost, actual overhead cost and the net fee, as set forth in Exhibit A, shall be full compensation for construction engineering services performed under this agreement. This total shall not exceed a maximum of _____ Dollars ($ 4038.00 ) without prior written approval of _____.

3. Consultant shall present bills directly to _____ City _____ for the cost of work performed. _____ City _____ shall review, approve and forward to State all billings from Consultant. All approved billings shall be paid directly to Consultant by State.

4. Final payment of any balance due Consultant will be made promptly upon verification by _____ City _____ after completion of the work and its acceptance by _____ City _____. State or FHWA may audit Consultant's records prior to payment of the final billing. In no event shall the adjusted costs exceed the maximum amount specified above without a supplemental agreement.

5. The Consultant's actual costs, direct and indirect, eligible for federal participation shall be those allowable under the provisions of Subpart 1-15.2, Federal Procurement Regulations.

6. Consultant shall prepare a short narrative report to accompany each billing for progress payment. The report shall include discussion of any problems and/or potential causes for delay.

7. The cost records and accounts pertaining to this agreement are to be kept available for inspection by representatives of _____ City _____, State and FHWA for a period of three (3) years after final payment. Copies shall be made available upon request.

CHANGES IN WORK

1. Consultant shall, without additional compensation, make such revisions in the completed work as necessary to correct errors or omissions detected during State's review of the plans, specifications and estimates. Should _____ City _____ find it desirable for its own purposes to have previously satisfactorily completed work or parts thereof revised, other than minor revisions within the scope of the work, Consultant shall make such revisions, if requested and directed by _____ City _____ in writing. This work shall be considered as Extra Work and will be paid for as provided in a supplemental agreement. All extra work shall be submitted as a supplement to the basic agreement and have approval of State and FHWA before the work is undertaken in order to become eligible for federal participation.

TERMINATION OF AGREEMENT

1. Either of the parties hereto may terminate this agreement at any time upon not less than ten (10) days' written notice to the other party. In the event this agreement is terminated prior to completion of the work, a final payment shall be made to Consultant which, when added to any payments previously made, shall equal the total percentage of work satisfactorily completed. If computations indicate an overpayment, Consultant shall immediately reimburse _____ City _____ for the full amount of any such excess payment.

DISPUTES

1. Any controversy or claim arising out of or relating to the provisions of this agreement, or the breach thereof, may be settled by arbitration in accordance with the rules of the American Aribtration Association; provided however, that arbitration will be used only following specific written approval by both parties to arbitrate the issue at hand. Judgment upon the award rendered by the arbitrators may be entered in any court having jurisdiction thereof.

INDEMNITY

1. Consultant shall comply with all Federal, State and local laws and ordinances applicable to the work to be performed under this agreement.

2. Consultant hereby agrees to indemnify FHWA, State and City, their officers, agents and employees from liability for all claims, demands, damages, actions, losses and expenses, including attorney fees, arising out of any error or omission for which Consultant would be liable to claimant. Consultant shall also defend and hold harmless FHWA, State and City

from any actions, suits or claims alleging liability based solely on Consultant's acts, errors or omissions.

3. Consultant shall secure regular Public Liability and Property Damage Insurance Coverage in the amount of $100,000 for death or injury to any one person and $300,000 for death or injury to two or more persons in any one occurrence and $50,000 for property damage in any one occurrence with any aggregate property damage coverage of $100,000 for two or more occurrences from an insurance company authorized to conduct business in the State of Oregon.

ASSIGNMENT, TRANSFER OR SUBCONTRACTING

1. Except as may be specifically provided herein, Consultant shall not assign, transfer or subcontract this agreement, any part hereof or any part of the work covered by this agreement, without the prior written consent of City, and any such assignment, transfer or subcontracting without such prior written approval shall be grounds for immediate termination of this agreement by City. No consent of City shall be given in any case, however, to any subcontracting in excess of 50 percent of the work of Consultant under this agreement (excluding "specialized services" designated as such in this agreement), based on the amount of the total contract price attributable to such subcontracted work.

ENDORSEMENT OF PLANS

1. Consultant shall place his official endorsement on all plans, specifications, estimates or any other engineering data furnished by him.

CERTIFICATION

1. The "Certification of Consultant" and "Certification of Agency Official" attached hereto, marked Exhibit B, and by this reference made a part hereof.

NONDISCRIMINATION IN EMPLOYMENT

1. Attached hereto, marked Exhibit C, and by this reference made a part hereof.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the 10th day of November, 1978.

NOT APPLICABLE TO THIS AGREEMENT

CONSULTANT, by and through its Company Officers

Firm T. Platebo and Associates

By _____

Title Owner

Josephine COUNTY, by and through its Board of Commissioners

Ben Kilpatrick

Ben Kilpatrick, Chairman

Signed by the Chairman
December 7, 1978

CONCURRENCE RECOMMENDED

_____
Region Engineer

OSHD CONCURRENCE

By ISI D. H. Moehring

Date 1-11-79

CITY OF Cave Junction, by and through its City Officials

By _____
Mayor

By _____
City Recorder

Authorization to proceed is effective on date of contract award.

## ANALYSIS OF FEE FOR ENGINEERING SERVICES

## CONSTRUCTION ENGINEERING

| | | |
|---|---|---|
| Direct Salary Cost | | $ 2550.00 |
| Overhead Cost (including payroll additives) | 25 % | $ 638.00 |
| | Subtotal | $ 3188.00 |
| Net Fee | | $ 500.00 |

Direct Nonsalary Costs:

| | | |
|---|---|---|
| a. | Travel and Per Diem | $ 300.00 |
| b. | Reproduction Expenses | $ |
| c. | Computer Expense | $ |
| d. | Communication | $ 50.00 |
| e. | Outside Consultants (Firm Name & Service) | $ |
| f. | Field Material Testing and Inspection | $ |
| g. | Material Laboratory Testing | $ |
| h. | "Off-Site" Inspection | $ |
| i. | Other (specify) | $ |

| | |
|---|---|
| Subtotal | $ 350.00 |
| Total Estimate | $4038.00 |
| Not to Exceed | $4038.00 |

## BREAKDOWN OF OVERHEAD COST

| | |
|---|---|
| FICA | 3.5 % |
| Unemployment | 1.5 % |
| Medical Aid and Industrial Insurance | 1.5 % |
| Company Insurance and Medical | 2.5 % |
| Vacation, Holiday and Sick Leave | 0.5 % |
| State B and O Tax | 1.0 % |
| Insurance | .25 % |
| Administration and Time Unassignable | 2.0 % |
| Printing, Stationery and Supplies | 1.0 % |
| Professional Services | .25 % |
| Travel Not Assignable | 1.0 % |
| Telephone and Telegraph Not Assignable | .25 % |
| Fees, Dues, Professional Meetings | .25 % |
| Utilities and Maintenance | 1.5 % |
| Rent | 2.5 % |
| Rental of Equipment | 5.00 % |
| Office Miscellaneous, Postage | .50 % |
| TOTAL | 25 % |

## BREAKDOWN OF DIRECT SALARY AND DIRECT NONSALARY COST

### Direct Salary Cost

| Personnel | Man Hours | Rates of Pay | Estimated Cost |
|---|---|---|---|
| Engineer | 70 | 15.00 | 1050.00 |
| Surveyor | 100 | 8.00 | 800.00 |
| Surveyor Helper | 100 | 5.00 | 500.00 |
| Secretary | 50 | 4.00 | 200.00 |
| | TOTAL | $2550.00 | |

### Direct Nonsalary Cost

Travel and Per Diem

Per Diem - ____ weeks at $_____ $-0-

Air Travel - ____ trips at $_____ $-0-

____ cars at $_____ per month at ____ months $300.00

2000 miles at $0.15 TOTAL $300.00

Office and Equipment

Rent $_____ per month at ____ months $-0-

Equipment Rental $_____ per month at ____ months $-0-

Reproduction Expenses $-0-

Communications $ 50.00

TOTAL $ 50.00

CERTIFICATION OF CONSULTANT

I hereby certify that I am the (title) and duly authorized representative of the firm of , whose address is , and that neither I nor the above firm I here represent has:

(a) employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above consultant) to solicit or secure this contract.

(b) agree, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract, or

(c) paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above consultant) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract; except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the State Highway Division, and is subject to applicable State and Federal laws, both criminal and civil.

11/16/18
DATE

SIGNATURE

CERTIFICATION OF AGENCY OFFICIAL

I hereby certify that I am the Agency Official of CITY, Oregon, and that the above consulting firm or his representative has not been required, directly or indirectly as an express of implied condition in connection with obtaining or carrying out this contract to

(a) employ or retain, or agree to employ or retain, any firm or person, or

(b) pay, or agree to pay, to any firm, person, or organization, any fee, contribution, donation, or consideration of any kind; except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the Federal Highway Administration, and is subject to applicable State and Federal laws, both criminal and civil.

DATE

SIGNATURE

Herbert [illegible]

EXHIBIT B

8896

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

# HIGHWAY DIVISION

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

May 4, 1978

Mr. T. Flatebo
Consulting Engineer
P.O. Box 849
Jacksonville, OR 97530

Dear Mr. Flatebo:

I am returning your copy of revised contract for the City of Cave Junction.

By telephone this date, May 3, 1978, you confirmed that the City of Cave Junction had decided to improve River Street rather than Schumacher Street and Hussey Avenue as originally submitted in the Preliminary Engineering and Construction-Finance Agreement No. 6402.

Under guidelines established by the AOC and LOC this cannot be done under these circumstances since the newly selected River Street is not contiguous to those streets in the original selection. The selection of River Street at this time would require a new assessment and application and funds for this year would undoubtedly be lost. This would amount to cancellation of one project and application for a completely new and different project.

It is true that any qualifying street may be selected for SOSR funding, but once the selection has been made, as in this case, it must be adhered to.

It is the recommendation of this office that continuation of the original agreement be resumed to insure against the loss of funds for any project, even though the city's priorities have now changed.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

By Jack Ayres
Acting Regional Federal-Aid Engineer

PROJECT MANAGEMENT
FRE ☑ CCE ☑ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAY 1 1978
File: PM FA
LG OP
Wilma Reynolds
Holmes

JA/cao
Encl.
cc: D.H. Moehring
Wilma Anderson
George Thornton
Ron Busey

8896

CONSULTANT AGREEMENT
LOCAL GOVERNMENT PROJECT

1-23-78

THIS AGREEMENT is made and entered into by and between City of Cave Junction, acting by and through its elected Officials, hereinafter referred to as CITY, and the consulting firm of T Flatebo & Associates, licensed to perform engineering services in the State of Oregon, hereinafter referred to as "Consultant".

W I T N E S S E T H

RECITALS

1. State and CITY plan and propose to construct the 2100 feet Section of RIVER STREET utilitizing federal aid funds which have been made available for that purpose. The State of Oregon, acting by and through its Department of Transportation, Highway Division, hereinafter referred to as "State", together with the Federal Highway Administration, hereinafter referred to as "FHWA", are responsible for the administration of federal aid highway funds.

2. CITY does not have sufficient qualified engineering personnel to perform the required work within a reasonable time and deems it advisable to engage the professional services of a qualified consulting firm to perform the necessary engineering.

3. Consultant, by entering into this agreement, represents that he is in full compliance with the statutes of the State of Oregon for registration of professional engineers and that all personnel assigned to the work required under this agreement are fully qualified to perform the work to which they will be assigned in a competent and professional manner.

## XIV
## CERTIFICATION

The "Certification of Consultant" and "Certification of Agency Official" attached hereto, marked Exhibit "B", and by this reference made a part hereof.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. CITY/~~COUNTY~~ officials have acted in this matter pursuant to ~~Ordinance or~~ Resolution No. 150 adopted by its Common Council on the 23rd day of January, 19 78

CONSULTANT, by and through its Company Officers

Firm T Flatebo & Associates

By T Flatebo

Torleiv Flatebo

(County or City) by and through its (City Officials or Board of Comm., etc.)

By Herbert R. Higgins

By Marvin E. Dickman

By Robert Belrose

By Jennie P. Tracy

By

CONCURRENCE

OSHD

Date

ATTEST

Edith M. Clarke

City Recorder/~~County Clerk~~

5896

505-1701(1)

**OREGON STATE**
**HIGHWAY DIVISION**
PO Box 306
Grants Pass, Oregon

18 October 1979

T. Flatebo & Assoc.
935 N 5th
Jacksonville, Oregon

Re: Watkins,Schumacher,Kerby Sts.
Cave Junction City Streets
Josephine County
Contract 8896

Mr. Torleiv Flatebo

I reviewed your letter of September 26, 1979 and have no documentation to refute your revised surveying dates. Since you state that billing for office work was based on the time sheets, I have no reason to question your statement.

I do believe you are still in error on the working hours for Bud Hubbard May 16, 1979. Our records include a diary entry that Vern Neiswanger called you at 9:45 May 16th. At that time you told Vern that Bud Hubbard was not on the project and you would have the city pick up rock tickets. I have no documentation to contradict your statement that Bud Hubbard returned noon May 17th. You did not explain why Bud Hubbard was charged to the project on May 22 and 23, 1979.

I would like to have a revised statement with the actual hours of surveying. This statement should also be adjusted to reflect the hours Bud Hubbard was not on the project May 16th and 17th. If you include May 22, 23 and the morning of May 16th, you should include additional justification or explanation.

The revised statement must be approved by the City of Cave Junction.

Sincerely,

Keith L. Martin
Resident Engineer

cc: City of Cave Junction
Region Engineer
Program Management ✓
Vern Neiswanger

LICENSED IN
OREGON
WASHINGTON
CALIFORNIA

T. FLATEBO AND ASSOCIATES, INC.
CIVIL ENGINEERS AND LAND SURVEYORS
(503) 899-8267
P. O. Box 900
937 North Fifth Street
Jacksonville, Oregon 97530

TORLEIV FLATEBO, P. E.
899-9000
KURT C. WEAVER, P. L. S.
899-7845
DANIEL R. FRANK, R. S.
855-7593

September 26, 1979

Mr. Vern Neiswanger
Assistant Resident Engineer
Oregon Highway Division
P O Box 306
Grants Pass, Oregon 97526

Re: Watkins, Schumacher, Kerby Streets
Cave Junction City Streets
Josephine County
Contract 8896

Dear Vern;

I received your letter dated September 13, 1979, regarding my invoice. First I have to apologize for not answering earlier, but we have been extremely busy taking bids on Shady Cove Sewerage system.

With regards to the breakdown of the invoice, let me answer the questions you raised.

Surveying:

The dates listed were incorrect. The total hours are correct. The surveying was done on May 7, 8, and 9th. However, two crews (4men) worked 8th. and 9th. One man worked in the office on Sunday May 13, reducing notes and setting up cut sheets for the contractor. It was the day before start of work. Unfortunately we do spend quite a few Sundays working and it is not by choice.

Inspection:

May 16, Bud Hubbard attended an evening Council Meeting in Maupin. However, he was in Cave Junction at 7 o'clock that morning and left at noon and returned to Cave Junction at noon the next day.

ORE. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
OCT 5 1979

I filled in for him. Copeland hauled some rock (unauthorized) that day on Kerby Avenue. It was stopped because we hadn't tested density of the subgrade.

Office Work:

On the 11th. the project was completed. We paved the last part on the 10th. The time was taken from the time sheets.

Sincerely,

Torleiv Flatebo, P.E.

TF;vjc

ORE. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
OCT 5 1979

**OREGON STATE**
**HIGHWAY DIVISION**
PO Box 306
Grants Pass, Oregon

13 September 1979

T. Flatebo & Assoc.
935 N 5th
Jacksonville, Oregon 97530

Re: Watkins,Schumaker,Kerby Sts
Cave Junction City Streets
Josephine County
Contract 8896

Gentlemen:

In reguards to verifying the cost statement submitted by you for engineering and inspection of subject project, to the best of my knowledge after checking weekly reports, contractor payrolls, and diaries there are some charges that cannot be verified. The charges in question are as follows:

Surveying

5-10-79 No surveying done on project this day.
5-11-79 No surveying done on project this day.
5-13-79 No apparent reason to work this Sunday.
I was on the project on 5-10-79 as this was the original day you planned to start staking and the project was completely staked at this time.

Inspection

5-16-79 Bud Hubbard was in Eastern Oregon (Condon) on
5-17-79 these two days on job interviews with city.
On 5-16-79 the base rock truck drivers returned the weight memo tickets to the scale person because ther was no inspector on the job site. I called you and you said Hubbard went to (Condon) for a couple of days. Hubbard verified this later during discussions with me.

5-22-79 No work on project these two days according to
5-23-79 payroll and weekly reports.

Office Work

I question 26 hours of this time because on the 11th I met with you for 2 hours and did the estimate for you. At this time you had very little documentation for work completed.

Sincerely,

for Vern Nelswanger
Asst. Resident Engineer

LICENSED IN
OREGON
WASHINGTON
CALIFORNIA

FLATEBO AND ASSOCIATES, INC.
CIVIL ENGINEERS AND LAND SURVEYORS
(503) 899-8267
P. O. Box 900
957 North Fifth Street
Jacksonville, Oregon 97530

TORLEIV FLATEBO, P. E.
899-9000
KURT B. WEAVER, P. L. S.
899-7848
DANIEL R. FRANK, P. E.
899-7888

August 10, 1979

Ms. Darlene Anderson
City Recorder
City of Cave Junction
Cave Junction, OR 97523

STATEMENT
Federal Aid Street Project
Wakins, Schumacher, Kerby
SQS Project 1701 (10) 317-1002 Contract 8896

Surveying (Kurt Weaver & Bill Tempe)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 5/6/79 | 1 man | 8 | hrs. | @ | $ 8. | = | $ 64. |
| 7/79 | 2 men | 8 | " | @ | 13. | = | 104. |
| 8/79 | 2 men | 9 | " | @ | 13. | = | 117. |
| 9/79 | 2 men | 10 | " | @ | 13. | = | 130. |
| 10/79 | 2 men | 8 | " | @ | 13. | = | 104. |
| 11/79 | 2 men | 8 | " | @ | 13. | = | 104. |
| 13/79 | 1 man | 6 | " | @ | 8. | = | 48. |
| | | | | | | | $ 671. |

Inspection (Bud Hubbard)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 5/14/79 | 1 man | 9 | hrs. | @ | 5. | = | $ 45. |
| 15/79 | " | " | " | " | " | = | 45. |
| 16/79 | " | " | " | " | " | = | 45. |
| 17/79 | " | " | " | " | " | = | 45. |
| 18/79 | " | " | " | " | " | = | 45. |
| 21/79 | " | " | " | " | " | = | 45. |
| 22/79 | " | " | " | " | " | = | 45. |
| 23/79 | " | " | " | " | " | = | 45. |
| 30/79 | " | " | " | " | " | = | 45. |
| 6/ 1/79 | " | " | " | " | " | = | 45. |
| 4/79 | " | " | " | " | " | = | 45. |
| 5/79 | " | " | " | " | " | = | 45. |
| 6/79 | " | " | " | " | " | = | 45. |
| | | | | | | | 965. |

Inspection (T. Flatebo-Engineer)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 5/ 7/79 | 1 man | 3 | hrs. | @ | 15. | = | 45. |
| 14/79 | 1 " | 2 | " | | 15. | = | 30. |
| 16/79 | 1 " | 2 | " | | " | = | 30. |
| 18/79 | 1 " | 2 | " | | 15 | = | 30. |
| 21/79 | 1 " | 2 | " | | " | = | 30. |
| 22/79 | 1 " | 2 | " | | " | | 30. |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 6/ 4/79 | 1 man | 2 hrs. | @ $ | 15. | = $ | 30. | | |
| 6/79 | 1 " | 2 " | @ | " | = | 30. | | |
| 14/79 | 1 " | 1 " | | " | = | 15. | | |
| 20/79 | 1 " | 1 " | | " | = | 15. | | |
| 25/79 | 1 " | 1 " | | " | = | 15. | | |
| 7/ 3/79 | 1 " | 10 " | | " | = | 150. | | |
| 10/79 | 1 " | 10 " | | " | = | 150. | | |
| 20/79 | 1 " | 8 " | | " | = | 120. | | |
| 8/ 7/79 | 1 " | 4 " | | " | = | 60. | | |
| | | | | | | | $ | 780. |

Office Work (Flatebo & Secretary)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 5/18/79 | 1 par. | 6 hrs. | @ $ | 4. | = | 24. | |
| 30/79 | 1 " | 4 " | | " | = | 16. | |
| 6/14/79 | 1 " | 6 " | | " | = | 24. | |
| 7/10/79 | 1 " | 4 " | | 4. | = | 16. | |
| 11/79 | 1 " | 8 " | | 15. | = | 120. | |
| | | | | | | | 200. |

Mileage 20 trips 100 miles=
2000 miles @ .15. = 300. 300.

Telephone calls = 134. 134.

Overhead (83% of direct salary paid)
83% of $ 638. = 529. 529.

Net Fee (83% of $ 500.) = 415. 415.
$ 3,364.

Approved: W Carl Brauer date: 4-10-79
Mayor

Wilma L Andrews
City Recorder

8896

**OREGON STATE**
**HIGHWAY DIVISION**
PO Box 306
Grants Pass, Oregon

18 September 1979

T. Flatebo & Assoc.
935 N 5th
Jacksonville, Oregon

Re: Watkins,Schumaker,Kerby Sts.
Cave Junction City Streets
Josephine County
Contract 8896

Dear Mr. Flatebo,

The data submitted for precheck has been reviewed and is being returned with a letter from the Final Estimate Section outlining corrective action required.

I am enclosing copies of page 109.01-09 and 109.01-10 of the OSHD Construction Manual. The scale data for BI #11 and BI #12 was furnished your inspector. This was titled BI #11,12 Report #1 dated May 18,1979 and signed by Robert V. Otradovsky. Scale data for the asphalt scales, BI #13 is enclosed.

The letter from Final Estimates notes on page 3 and 4 that we can not change the method of measurement or payment without a documentary Price Agreement. A Price Agreement is the method used on a State contract to document a change order. In this case not paying the total amount wieghed is considered a change.

The total quantity in the Weigh Memo Book and Material Receipt Books will be paid. The Price Agreement can then be written to deduct material in excess of neat lines. As stated in the letter from Final Estimates, "The Price Agreement must accurately portray the revised methods so as to properly ammend the original contract." I would also recommend an immediate recalculation and submittal of your quantities for this item so your Price Agreement will be accurate.

If Copeland Paving refuses to sign the Price Agreement, note this in your letter of transmittal. The Price Agreement will still be processed if your letter of transmittal and the Price Agreement itself indicates adequate justification for the deduction. If the Price Agreement is approved, the contractor will still be able to submit a claim for the amount deducted. At this time your would be required to justify the deduction.

11 N

T. Flatebo & Assoc.
18 September 1979

Contract 8896

In my letter to you dated 20 June 1979, I told you to inform the contractor in writing and explain your reasons if you would not pay for excess rock. This has not been done. It must be done no later than the time you submit the Price Agreement to the contractor.

I am enclosing a blank Price Agreement form, a check list for submittal of change orders, a letter of instruction on change orders dated March 27, 1972 with a four page enclosure and pages 244 through 246 of TB 19.

If you do not produce adequate documentation and explanation the Price Agreement will not be approved. The cost for additional base rock will then have to be paid by the City of Cave Junction. If you have a claim from Copeland and do not produce adequate documentation and explanation to refute the claim, your client will have to pay the additional cost.

During our August 10 meeting I stated that quantity precheck was first priority for final estimate. However, you were told the other items discussed could be completed concurrently. Timely submittal of the final estimate will reduce interest payments by your client. My data indicates that the City of Cave Junction will pay interest on the unpaid balance from September 19 until the contractor receives final payment.

Sincerely,

Keith L. Martin
Liaison Engineer

cc: City of Cave Junction
Josephine County
Region Engineer
Construction Engineer
Roger Gebbauer
Program Management

8896

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Roseburg, Oregon

September 10, 1979

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

FROM: JACK AYRES
Regional Federal-Aid Engineer

TO: Vern Neiswanger
Asst. Liaison Engineer
GRANTS PASS

SUBJECT: Watkins, Schumaker, Kerby Sts.
Cave Junction City Streets
Josephine County
Contract 8896

I am returning to you the billing from T. Flatebo and Associates dated August 10, 1979. The discrepancies described in your letter of September 7, 1979, cannot be resolved at the region level.

I suggest that perhaps you and Mr. Flatebo meet and resolve the differences in charges shown. We cannot process any billing until the resident engineer has stamped his approval on the billing.

If I may be of any assistance please call.

ja/cp
attach.
cc: D.H. Moehring

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
SEP 11 1979
REFERRED TO _____
FOR _____
FILE: PM FA LG.

FORM 81.734.3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Grants Pass, Oregon

7 September 1979

FILE:

FROM: Vern Nelswanger
Asst. Liaison Engineer

TO: Jack Ayres
Federal Aide Engineer

SUBJECT: Watkins, Schumaker, Kerby Sts.
Cave Junction City Streets
Josephine County
Contract 8896

In regards to verifying the cost statement submitted by Torleiv Flatebo and Assoc., Inc. for engineering and inspection of subject project, to the best of my knowledge after checking weekly reports, contractor payrolls and diaries there are some charges that cannot be verified. The charges in question are as follows:

Surveying

5-10-79 No surveying done on project this day.
5-11-79 No surveying done on project this day.
5-13-79 No apparent reason to work this Sunday.

I was on the project on 5-14-79 as this was the original day they planned to start staking and the project was completely staked at this time.

Inspection

5-16-79 Bud Hubbard was in Eastern Oregon (Condon) on
5-17-79 these two days on job interviews with city.

On 5-16-79 the base rock truck drivers returned the weight memo tickets to the scale person because there was no inspector on the job site. I called Flatebo and he said Hubbard went to (Condon) for a couple of days. Hubbard verified this later during discussions with me.

5-22-79 No work on project these two days according to
5-23-79 payroll and weekly reports.

Office Work

I question 26 hours of this time because on the 11th I met with Torleiv for 2 hours and did the estimate for him. At this time he had very little documentation for work completed.

Telephone calls appear high but cannot disagree. The rest appears reasonable.

ROSEBURG REGION
RECEIVED
SEP 10 1979

| | | | | |
|---|---|---|---|---|
| RE | RME | RCE | ROE | TE |
| RUE | DES | RSR | RPR | RLE |
| ENV | FAE | RBI | SEC | |

8896

# City of Cave Junction

P. O. BOX F

CAVE JUNCTION, OREGON 97523

August 15, 1979

Mr. Jack Ayres
Oregon Department of Transportation
P.O. Box
Roseburg, Oregon

Re: SOS Project

Dear Mr. Ayres:

This is to acknowledge that I have been apprised by the Oregon State Highway Division of the applicable design standards, specifications, other technical requirements, and administrative controls including those of the Federal Highway Administration.

I hereby certify that:

1. All social, economic and environmental factors were considered.

2. All right-of-way negotiations and acquisition functions were conducted in compliance with applicable Federal and State statutes, rules and regulations.

3. Field survey and design phases were accomplished in accord with manuals and instructions prepared and furnished by the Oregon State Highway Division.

4. Contract plans and specifications, and acceptable construction practices, were adhered to during physical construction of the project.

5. All of the materials used were in reasonably close conformity to specification requirements of the contract.

6. The results of tests on record samples are reasonably representative of the materials incorporated in the work.

7. Payment for all quantities, and progress payments to the contractor have been properly documented in the project files.

8. Adequate records and reports have been maintained in the project files to document all phases of the project being in compliance with FHWA and State standards and procedures. The records will be maintained for a period of three years following final payment, and will be available for inspection by State and Federal officials at any convenient time.

If you should have any further questions in regards to the above project, please do not hesitate to give me a call at Cave Junction, 592-2156.

Sincerely,

Cecil Bruner

Cecil Bruner
Mayor

cc mochring
K. Martin
Ron Busey
Del Robertson - Josephine Co.

PROJECT MANAGEMENT BRANCH
ASE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
REFERRED TO HAL
FOR
FILE: PM FA LG.

8896

FORM 91-724-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| | SECTION: Watkins St., Schumacher St., Kerby St. City of Cave Junction | WEEK ENDING: July 21, 1979 |
| | HIGHWAY: City Streets | SECTION PREFIX: 317-1002 |
| | | COUNTY: Josephine |
| NAME OF JOB: Watkins St., Schumacher St. Kerby Ave | KIND OF WORK: Grading & Paving | |
| CONTRACTOR: Copeland Paving Inc. | CONTRACT NUMBER: 8896 | FEDERAL AID PROJECT NUMBER: SOS - 1701(1) |
| DATE OF CONTRACT: April 17, 1979 | DATE WORK STARTED: May 14, 1979 | ESTIMATED COMPLETION DATE: July 31, 1979 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION: | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS | CALENDAR DAYS USED |
| PROJECT AUTHORIZATION: $ 72,630.56 | SPECIFIED COMPLETION DATE: Oct. 12, 1979 | PERCENT OF TIME ELAPSED |
| EXCLUSIVE OF ENGINEERING: $ 66,287.28 | ENGINEERING AUTHORIZATION $ 6,343.28 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ | ENGINEERING COST TO DATE $ | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION |
| ESTIMATED PERCENT: OVERRUN / UNDERRUN ____% | PERCENT OF AUTHORIZATION ____% | DATE PROJECT WAS COMPLETED: |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| 100% | 100% | 100% | 100% | 100% | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | .245 | .245 | | | .245 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | |
|---|---|---|---|---|
| PERCENT | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | |
|---|---|---|---|---|
| SUNDAY 7/15 | Sunny | | | |
| MONDAY 7/16 | " | | | |
| TUESDAY 7/17 | " | | | |
| WEDNESDAY 7/18 | " | | | |
| THURSDAY 7/19 | " | | | |
| FRIDAY 7/20 | Sunny | 1 | | |
| SATURDAY 7/21 | | | | |

Kessey, Jackmond, Hopkins, Williams, Johnsen, Glenn — Richards, Berg, Inloes, Widmer, Gebauer, Church

RECEIVED
JUL 27 1979
CONSTRUCTION BRANCH

RECEIVED
JUL 26 1979
MATERIALS DIVISION OFFICE

| GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK | |
|---|---|
| SUNDAY 7/15 | |
| MONDAY 7/16 | |
| TUESDAY 7/17 | |
| WEDNESDAY 7/18 | |
| THURSDAY 7/19 | |
| FRIDAY 7/20 | Gunited Concrete Ditch Lining |
| SATURDAY | |

**REMARKS**

SIGNED [signature] LOCATION 7/24/79

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-9216

8896

**OREGON STATE**
**HIGHWAY DIVISION**
P.O. Box 306
Grants Pass, Oregon 97526

14 June 1979

City of Cave Junction
P.O. Box F
Cave Junction, Oregon 97523

Re: Watkins,Schumaker,Kerby Sts.
(Cave Junction)
Josephine County
Contract 8896

Ladies and Gentlemen;

Yesterday a representative of my office checked the width and depth of Aggregate Base on the project. A copy of his findings are enclosed. As you can see the specified depth of 3/4"-0 aggregate is 2" while the actual depth measured is 6½" to 7½". We then reviewed the weigh tickets and discovered 1396 tons of 3/4"-0 aggregate had been placed. The contract bid item is for 480 tons at $7.85/ton. This is a 916 tc and $7190.00 overrun in this bid item to date.

Mr. Flatebo, your engineer, was informed of this yesterday afternoon approximately 4:00 PM.

It is unlikely that federal participation can be obtained for an overrun of this magnitude with no apparent reason or prior approval. Please inform me if you plan any corrective action prior to work commencing so federal participation can be obtained.

Sincerely,

Keith L. Martin
Liaison Engineer

cc: Josephine County Road Dept.
Region Engineer
Construction Engineer
Project Managment
Jack Ayres
file (2)

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☐ FAE ☐ CPE ☐
JUN 18 1979
File: PM FA
TAA _____ LG OP

FORM E-491 (3-66)

2

# OREGON STATE HIGHWAY DEPARTMENT

## B P R FINAL RECORD—DEPTH AND WIDTH TEST

Section _____ County _____

Highway _____ Contract No. _____ B P R Representative _____

Resident Engineer _____ Date Submitted _____ Submitted by _____

| Date | Type of Material | Size of Material | Hwy. Type | | Station | Distance in Ft. from ℄ | | DEPTH | |
|---|---|---|---|---|---|---|---|---|---|
| | | | 2 Lane | 4 Lane | | Lt. | Rt. | Specified Inches | In Place Inches |
| 6-13-79 | ~~#2~~ Base Rock | 1½ - 0 | ✓ | | K 14+75 | ℄ | | 6 | 4 |
| " | | ¾ - 0 | ✓ | | " | " | | 2 | 6¾ |
| " | | 1½ - 0 | ✓ | | K 5+25 | " | | 6 | 3½ |
| " | | ¾ - 0 | ✓ | | " | " | | 2 | 6½ |
| " | | 1½ - 0 | ✓ | | S 2+30 | " | | 6 | 3¼ |
| " | | ¾ - 0 | ✓ | | " | " | | 2 | 7½ |
| " | | 1½ - 0 | ✓ | | W 0+75 | | | 6 | 6¾ |
| " | | ¾ - 0 | ✓ | | " | | | 2 | 7" |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

Remarks: _____

(White) Engineer of Materials; (Blue) Bureau of Public Roads; (Yellow) Construction Division; (Green) Division Engineer;

OREGON STATE HIGHWAY DEPARTMENT

## B P R FINAL RECORD—DEPTH AND WIDTH TEST

_____ County _____ FAP No. _____

_____ Contract No. _____ B P R Representative _____

_____ Date Submitted _____ Submitted by _____

| | Hwy. Type | | Station | Distance in Ft. from ℄ | | DEPTH | | WIDTH | | Tested By |
|---|---|---|---|---|---|---|---|---|---|---|
| | 2 Lane | 4 Lane | | Lt. | Rt. | Specified Inches | In Place Inches | Specified Ft. | In Place Ft. | |
| | ✓ | | K 14+75 | ℄ | | 6 | 4 | 36± | 36±+Slopes | LWB |
| | ✓ | | " | " | | 2 | 6 3/4 | 34± | 34±+Slopes | " |
| | ✓ | | K 5+25 | " | | 6 | 3 1/2 | 36± | 36±+Slopes | " |
| | ✓ | | " | " | | 2 | 6 1/2 | 34± | 34±+Slopes | " |
| | ✓ | | S 2+30 | " | | 6 | 3 1/4 | 36± | 38± | " |
| | ✓ | | " | " | | 2 | 7 1/2 | 34± | 36± | " |
| | ✓ | | W 0+75 | | | 6 | ~~4 3/4~~ | 37± | 37± | " |
| | ✓ | | " | | | 2 | 7" | 33± | 33± | " |

is: (Blue) Bureau of Public Roads; (Yellow) Construction Division; (Green) Division Engineer; (Pink) Resident Engineer.

8876

**OREGON STATE**
**HIGHWAY DIVISION**
P.O. Box 306
Grants Pass, Oregon 97526

6 June 1979

City of Cave Junction
P.O. Box F
Cave Junction, Oregon 97523

Attn: Ms. Darleen Anderson

Re: Watkins,Schumaker,Kerby Sts.
Cave Junction
City Streets
Josephine County
Contract 8896

I am enclosing copies of a Project Inspection Report with the results of a June 1 review of the project records.

I do not think the documentation is acceptable and am writing this letter to make you aware of the reasons you should be concerned.

Agreement #6402 states in part that "All construction engineering,inspection functions and material testing performed by City, or its agent, shall be documented using forms and reports acceptable to State."

I am also enclosing copies of pages 106.08-49 and 106.08-50 of the construction manual. This has a copy of a statement you will be required to complete certifying 8 items. At this time project files do not support items 5 through 8.

There are two essential requirements to obtain Federal participation: 1) a source document to verify quantities. Copies of acceptable procedures for each Bid Item on this project were given to the project Inspector on 4 June 1979. 2) Documentation that all material used on the project met the specifications' basis of acceptance ie. test of certification, quantity documentation is submitted for review at the end of the project and a summary of test results is also submitted. If these items are not acceptable Federal par-- ticipation may be withheld.

Another reason for concern is costs of engineering. Any engineering in excess of 15% of the contract cost has to be paid by the city. I am charged with the responsibility of representing the state and FHWA on this project. The charge from my offices are also charged to engineering. After reviewing the project files, I feel obligated to spend more time checking the project to insure that state and FHWA interests are protected.

ROSEBURG REGION
RECEIVED
JUN 8 1979

| | | | | |
|---|---|---|---|---|
| RE | RME | ROE | ROE | TE |
| RUE | DES | RSR | RPR | RLE |
| ENV | FAE | RBI | SEC | |

City of Cave Junction 6 June 1979
Watkins,Schumader,Kerby Sts.(Cave Junction)
Contract 8896

The state procedure requires that an estimate of work completed through the 10th of the month be submitted to the Contract Payment Office in Salem by the 15th of the month for a progress payment. I am required to counter sign this estimate. I will not be able to sign the estimate until documentation is current for completed work.

The documentation requirements are not unique to this project but are required for all Federal Aide and State projects. I will do my utmost to assist and advise you in meeting the requirements. However you have the contractual relationship with Mr. Flatebo and the state agreement is with you.

Sincerely,

Keith L. Martin
Liaison Engineer

cc: Josephine County Public Works
Construction Engineer
Region Engineer
Region Federal Aid Engineer
file

# PROJECT INSPECTION REPORT

**Oregon Department of Transportation**
**HIGHWAY DIVISION**

Intermediate [X]
Final [ ]

| | | | | |
|---|---|---|---|---|
| Project Name: Watkins, Schumaker, Kerby Sts. (Cave Junction) | | | | Contract No.: 8896 |
| Highway: City Streets | | | County: Josephine | Prefix No.: 317-1002 |
| Contract Time Elapsed: 13 % | Contract Work Completed: 45.% | Contract Work Quality: Good | Contract Work Progress: Very Satis. | F.A. Project No.: SOS-1701(1) |
| Inspection date: 5 June 1979 | | By: Willis Smalley | | |
| In company with: Robert Otradovsky, George Ruby, Bud Hubbard | | | | |

## REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

Scope: Review of temporary signing and concrete pour.

Findings: Sign at Lister & Kerby St. is 60"x30" "Street Closed to Thru Traffic" rather than 48"x30" "Street Closed".
There was no sign or barricade at Kerby & Watkins St.
There was no Detour signs on project.
All sign sizes and locations were in compliance.
All signs mounted at Max. 3 ft. above roadway rather than 7 ft spec.
Visual slump test about 5" (spec. 4"-6") for curbs on both sides of Watkins St. Air was 1½% (spec. 4-8%)
Inspector on project and informed and pour was continued.
Davidson's truck driver said they were instructed not to add Air Entrainment so they were not adding air.
Inspector took only 1 concrete cylinder. Back up cylinder desirable.
#4 rebar with 1/8" point used for rodding cylinder rather than 5/8" smooth rod.

Recommendation: That Resident have inspector read and enforce plans and specifications. Inspector should review AASHTO T23-73 for correct procedures to take concrete cylinders.

(USE ADDITIONAL SHEETS AS REQUIRED)

## FINAL INSPECTION CHECKLIST

_____ Date opened to traffic or in operation
_____ Date of Second Notification
_____ Date Contractor's notice for semi-final inspection received
_____ Date Contractor removed equipment, plant, etc.
_____ Estimated submittal date of semi-final estimate
_____ Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: ~~Region Engineer~~
~~District Engineer~~
Resident Engineer T F
Project Mgt. (Final Only)
FHWA (Final F.A. Only)
Project Engineer (If ~~Applicable~~) City County

Signed Willis Smalley
Title HEI

Form 734-1384 (Rev. 9/78)

SP*70731-734

8276

RECEIVED
MAY 22 1979
CONSTRUCTION
BRANCH

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Grants Pass, Oregon
17 May 1979

FROM: Vern Nelswanger
Asst. Resident Engineer

SUBJECT: Watkins, Schumaker, Kerby St.
Cave Junction
County, City Streets
Josephine County
Contract 8896

TO: Memo to the files
16 May 1979

At 9:30 AM Bob Otradovsky of this office called to let us know that there is no ticket taker on the subject project and the truck drivers are returning the Weigh Memo's to him at the scales. I called Torleiv Flatebo and told him that there is no inspector on the jobsite. He said the inspector was supposed to be there now but will have to leave at noon. He said Copeland should not be putting down the rock because no compaction test has been done yet. He said if it does not come up to density, they will have to blade the rock off. He said that he had not been notified that the rock was going to be placed today, but will call the City of Cave Junction and have one of their inspectors take the tickets. Torleiv said Blanton testing Lab was supposed to take compaction this AM at 8:00 but they were delayed and could not get out there until tomorrow morning. I told Torleiv that I was going out to the jobsite and asked if he wanted me to give Copeland a message. He said yes, "tell them to stop putting down rock".

When I arrived on the jobsite at 11:45 AM I talked to Bobby Copeland and relayed the message from Torleiv. There was no inspector on the jobsite and Bobby said there had not been one there at all today. Bobby said he had asked the inspector yesterday if it would be ok to start placing the base rock and the inspector said yes.

The existing culvert at Station 0+90 ± on Schumaker St. was extended by the city and the existing pipe grade was approved by Torleiv Flatebo prior to the extension work. It appears now that the pipes(36" & 36") may be approximately one foot too high for subgrade. Bobby said he showed this to the inspector but recieved no comment.

The 15" CMP at Sta. 0+50± on Lister St. was originally installed with the outlet higher than the inlet (verified by Jim Sullivan of Cave Junction Public Works) and since there was no inspector on the jobsite Bobby Copeland had his crew remove the pipe and correct the flow so he could grade for the planned inlet work. I reminded Bobby that he should not do this extra work on his own that way because he may not get paid for it.

CC: C.T Keasey
Typical Consultant Job!!

ROSEBURG REGION
RECEIVED
MAY 1979
TRAFFIC

5-22-79 Copies to:
H.S Coulter
E.S Hunter
Dave Mocking

I looked over the grade with Bobby and saw several areas that showed some pumping. He asked me what he should do. I suggested to him not place any more rock until the compaction tests have been taken. Bobby shut off the trucks about 1:00 PM.

Jim Sullivan called Torleiv Flatebo to come out to the jobsite and look at these problems. Torleiv said he could not make it today but will be out first thing Thursday AM.

cc: Jim Gix

RECEIVED
STATE HWY ENGR
MAY 2379
REFER TO
FOR
Info Initial R/O O/S Chief Act. File

7946

STATE COPY

| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | Form Approved; O M B No. 04-R2089 |
|---|---|---|
| MONTHLY TRANSACTION NUMBER<br>5-88 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Josephine |
| MODIFICATION NUMBER | 5-14-79 | Project Number<br>SOS 1701 (1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on , 19 , is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 1,500 | $ 74,980 |
| Federal funds | $ 1,286 | $ 64,500 |
| Other revisions | | |

This modification is made for the following reasons:

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May , 19 79 .

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E.T. Lunstra

Asst. Highway Engineer
*(Title)*

xxBy for: H. S. Coulter

State Highway Engineer
*(Title)*

By _____

_____
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
*(Division Administrator)*

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Oregon State Highway Division
Salem, Oregon, April 30, 1979

Federal Aid Project
No. SOS-1701(1)

WATKINS ST., SCHUMACHER ST.,
KERBY AVE. (CAVE JUNCTION)
CITY STREETS, JOSEPHINE COUNTY

Revised Project Agreement Estimate.

| | | | |
|---|---|---|---|
| Type Code P.E. | | | |
| Preliminary Engineering | All Required | | $ 2,350.00 |
| Type Code | | | |
| Roadway (Sta. "W" 0+00 to Sta. "W" 2+46 Sta. "S" 0+00 to Sta. "S" 4+25 Sta. "R" 0+18 to Sta. "R" 6+39) | | | |
| Mobilization | All Required | | $ 3,500.00 |
| Temporary Protection and Direction of Traffic | All Required | | 500.00 |
| Temporary Signs | 116 Sq.Ft. | 6.65 | 771.40 |
| Temporary Barricades | 6 Each | 85.00 | 510.00 |
| Flagmen | 20 Hour | 20.00 | 400.00 |
| Clearing and Grubbing | All Required | | 300.00 |
| Removal of Structures and Obstructions | All Required | | 150.00 |
| General Excavation | 1,780 Cu.Yd. | 2.75 | 4,895.00 |
| Trench Excavation | 45 Cu.Yd. | 9.00 | 405.00 |
| Finishing Roadbed and Slopes | All Required | | 2,500.00 |
| 1 1/2"-0 Aggregate Base | 1,440 Ton | 6.15 | 8,856.00 |
| 3/4"-0 Aggregate Base | 480 Ton | 7.85 | 3,768.00 |
| Class "C" Asphalt Concrete | 660 Ton | 23.50 | 15,510.00 |
| 12-inch Sewer Pipe | 122 Lin.Ft. | 9.00 | 1,098.00 |
| Concrete Inlets, Type CG-1 | 5 Each | 655.00 | 3,275.00 |
| Concrete Curbs | 1,415 Lin.Ft. | 7.15 | 10,117.25 |
| Concrete Gutters | 33 Sq.Yd. | 18.55 | 612.15 |
| Extra for Asphalt Approaches | 18 Each | 150.00 | 2,700.00 |
| Concrete Ditch Lining | 2,300 Sq.Ft. | 1.55 | 3,565.00 |
| | Subtotal | | $ 63,432.80 |
| | Engineering | | 9,197.20 |
| | Total | | $ 72,630.00 |

Oregon State Highway Division
Salem, Oregon, April 30, 1979

Federal Aid Project
No. SOS-1701(1)

SUMMARY OF FUNDS (88.1%)

| Description | Total Cost | Federal Funds | City Funds |
|---|---|---|---|
| Preliminary Engineering | $ 2,350 | $ 1,286 | $ 1,064 |
| Roadway | 72,630 | 63,214 | 9,416 |
| Total | $ 74,980 | $ 64,500* | $ 10,480 |

Group 1 100%
Contract No. 8896
Prefix 317-1924
Prefix 317-1002

* Note: Limited Amount

STATE COPY

OMB No. 04-R2089

| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>11-90 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>11-8-78 | Oregon<br>County<br>Josephine<br>Project No.<br>SOS-1701(1) |
|---|---|---|

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Sts., Schumaker, Hussey, Sawyer, Kerby (Cave Junction)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 7-21-78 | 0.57 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 7-21-78 | 0.57 |
| OTHER *(Specify)* | | |

FUNDS Pro Rata %

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 1,500.00 | $ 1,286.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By [signature]

Technical Services Engineer
*(Title)*

By XX For: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
*(Division Administrator)*

For: G. L. Green

Date executed by Division Administrator NOV 8 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon October 27, 1978

Federal Aid Project
No. SOS-1701(1)

CITY STREETS (CAVE JUNCTION) SECTION
CITY STREETS IN JOSEPHINE COUNTY

Project Agreement Estimate.

Type Code PE
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $1,500.00 |
| | TOTAL | $1,500.00 |

Length of Project ---------- 0.57 miles

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | City Funds |
|---|---|---|---|
| Preliminary Engineering | $ 1,500.00 | $ 1,286.00 | $ 214.00 |
| Retain in PS&E Status | 75,000.00 | 63,214.00 | 11,786.00 |
| TOTAL | $76,500.00 | $64,500.00 | $12,000.00 |

Group 1 - 100%
Prefix: 317-1924

8896

March 30, 1979

City of Cave Junction
City Hall
Cave Junction, Oregon 97523

Attn: Hon. Cecil Bruner
Mayor

Gentlemen:

On March 29, 1979 a satisfactory bid was received from Copeland Paving Inc., 695 S.E. "I" Street, P.O. Box 608, Grants Pass, Oregon 97526 for the Watkins, Schumacher, and Kirby Streets Section, SOS-1701 (1).

This is an OFF SYSTEM project and based upon the contractor's bid the City advance deposit is as follows:

| | |
|---|---|
| Bid Items | $63,432.80 |
| 4½% Contingencies | $ 2,854.48 |
| 10% Engineering | 6,343.28 |
| Estimated Cost of Const. | $72,630.56 |
| Estimate cost of PE | 4,000.00 |
| Est. Total Project Cost | $76,630.56 |
| Less Federal Funds | 64,500.00 |
| Less PE Advance Deposit | 215.00 |
| | $11,915.56 |

4/17/79
Rec'd
Informed
Steve Macnab
&
Jack Ayres

By rounding the Advance deposit will be $11,900.00.

Please make your check in the amount of $11,900.00, payable to the Oregon State Highway Division, and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than April 20, 1979.

Very truly yours,

ORIGINAL SIGNED BY
G. W. WIMER
Gerald Wimer
Local Government Manager

HR:pf

bcc w/AD # 606: Vern Skoog - Please return completed AD # 606 when check is received.
Region 3 Federal Aid Engineer Jack Ayres

8496

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJ.: SOS-1701(1)

STATE CT NO.: See below

COUNTY NAME: Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

**FROM:**
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80335

**TO:**

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 15 '79
REFER TO
Maintenance
FOR

| Imp. | Inves. | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

ok to 3-15

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 7-21-78 | 3-7-79 | non Federal-aid | City Street |

GENERAL LOCATION:
City Streets (Cave Junction) Section

GENERAL DESCRIPTION OF WORK:
Advertise for Bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated February 28, 1979, that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 3-7-79 | G K Hosmer | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

FP96 C

Cave Junction

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 28, 1979

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

TO: D. H. Moehring, Manager
Project Management

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening March 29, 1979

Federal-aid Project No. SOS-1701(1) Highway No. 2017 - City

Federal-aid Project Name Schumacher St. and Hussey Ave. (Cave Jct.)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

E876

Section Watkins St, Schumacher St, Kerby Ave (Cave Junction) Programming Estimate $ _____

Highway City Streets Project Length _____

County Josephine Completion Time Oct 12, 79

Kind of Work Grading and Paving 2-21-79 _____

Prefix 317-1924 FA Project No. 505-1701(1)

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | | $ 68,267.50 |
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Building Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished _____ | | |
| Install Water Meter | | $ -0- |
| Furnish Water | | |
| Laboratory Fees | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing | | |
| Bikeway Signs | | |
| Furnish Mail Box Posts | | |
| Adjust Utilities _____ | | |
| _____ | | |
| _____ | | |
| _____ | | |
| Misc. Permit Fees _____ | | |
| _____ | | |
| | | $ 68,267.50 |
| Contingencies (4-1/2%) | | 3,072.04 |
| Engineering ( 10 %) | | 6,826.75 |
| | SUBTOTAL | $ |
| Credit for _____ | | |
| Estimated Net Authorization, Construction | | $78,166.29 |
| | | 4,000.00 |
| | | $82,166.29 |
| Less Federal Funds | | 64,500.00 |
| Less Prior Advance-Deposit | | 215.00 |
| Est. remaining City Share | | $17,451.29 |

APPROVED

_____
Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 2-16-79

Section Watkins St, Schumacher St, Kerby Ave. (Cave Junction) County Josephine

Kind Of Work Grading and Paving Length Name Butler

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Mobilization | | Lump Sum | All | Lump Sum | 5,000 |
| | Temporary Protection and Direction of Traffic | | Lump Sum | All | Lump Sum | 1,481 ⁼⁼ |
| | Temporary Signs | | Sq. Ft. | 116 | 6 ⁼⁼ | 696 ⁼⁼ |
| | Temporary Barricades | | Each | 6 | 100 ⁼⁼ | 600 ⁼⁼ |
| | Flagmen | | Hour | 20 | 19 ⁼⁼ | 380 ⁼⁼ |
| | ROADWORK | | | | | |
| | Clearing and Grubbing | | Lump Sum | All | Lump Sum | 100 ⁼⁼ |
| | Removal of Structures and Obstructions | | Lump Sum | All | Lump Sum | 250 ⁼⁼ |
| | General Excavation | | Cu. Yd. | 1780 | 4 ⁶⁰ | 8,188 ⁸⁰ |
| | Trench Excavation | | Cu. Yd. | 45 | 20 ⁼⁼ | 900 ⁼⁼ |
| | Finishing Roadbed and Slopes | | Lump Sum | All | Lump Sum | 1,500 ⁼⁼ |
| | 1½"-0 Aggregate Base | | Ton | 1440 | 7 ²⁵ | 10,440 ⁼⁼ |
| | ¾"-0 Aggregate Base | | Ton | 480 | 7 ⁵⁰ | 3,600 ⁼⁼ |
| | Class "C" Asphalt Concrete | | Ton | 660 | 25 ⁼⁼ | 16,500 ⁼⁼ |

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 2-16-79

Section Watkins St., Schumacher St., Kerby Ave. (Cave Junction) County Josephine

Kind Of Work Grading and Paving Length Name Butler

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | 12-inch Sewer Pipe | | Lin. Ft. | 122 | 20.00 | 2,440.00 |
| | Concrete Inlets, Type CG-1 | | Each | 5 | 550.00 | 2,750.00 |
| | Concrete Curbs | | Lin. Ft. | 1415 | 5.50 | 7,782.50 |
| | Concrete Gutters | | Sq. Yd. | 33 | 20.00 | 660.00 |
| | Extra for Asphalt Approaches | | Each | 18 | 150.00 | 2,700.00 |
| | Concrete Ditch Lining | | Sq. Ft. | 2300 | 1.00 | 2,300.00 |
| | Total | | | | | 68,267.50 |

8816

Section Watkins St, Schumacher - St, Kerby Ave (Cave Junction) Programming Estimate $ _____

Highway City Streets Project Length _____

County Josephine Completion Time Oct 12, 79

Kind of Work Grading and Paving _____

Prefix 317-1924 FA Project No. 505-1701(1)

**ROUTING SLIP—DEPT. OF TRANSPORTATION** Date: 2-16-79

| | | |
|---|---|---|
| Director | General Files | Public Affairs |
| Chief of Operations | General Services (DOT) | Public Transit |
| Asst. Dir.-Administration | Information Systems (Lane Ave.) | Radio |
| Asst. Dir.-Transportation Policy & Program Develop. | Labor Relations | Right of Way |
| Accounting (Highway) | Landscape | Safety & Health Services |
| Administrative Services | Library | Sign Shop |
| Chief Counsel | Location | State Highway Engineer |
| Commission Services | Mail Room | Structures |
| Construction | Maintenance | Technical Services Engineer |
| Data Processing (Trans. Bldg.) | Materials & Research | Traffic Support Services |
| Employee Development | Motor Vehicles | Transportation Policy & Program Development |
| Engineering (Design) | Organization & Manpower Services | Travel Information |
| Environmental | Parks & Recreation | Utilities |
| Equipment Shops & Storeroom | Permits & Weighmaster | Metropolitan |
| Finance (DOT) | Personnel Operations | Region Number 3 |
| FHWA | Photocopy | District Number |
| | Proj. Mgmt. & Operations Planning | |

ATTENTION: Jack Ayers

FROM: Proj. Mngt.

COMMENTS: Please inform the city,

Form 731-6602 (7/78) SP*70602-734

## CONSTRUCTION AUTHORIZATION

Contract Amount $ 68,267.50

Misc. Permit Fees _____

$ 0

OK by County Christopherson
Telephone 2/25/79

| | |
|---|---|
| | $ 68,267.50 |
| Contingencies (4-1/2%) | 3,072.04 |
| Engineering ( 10 %) | 6,826.75 |
| SUBTOTAL | $ |
| Credit for _____ | |
| Estimated Net Authorization, Construction | $78,166.29 |
| Est. PE Costs | 4,000.00 |
| Est. total Project Cost | $82,166.29 |
| Less Federal Funds | 64,500.00 |
| Less Prior Advance Deposit | 215.00 |
| Est. remaining City Share | $17,451.29 |

APPROVED

_____
Road Design Engineer

Section Watkins St., Schumacher St., Kerby Ave. (Cave Junction) Programming Estimate $ _____

Highway City Streets Project Length _____

County Josephine Completion Time Oct 12, 79

Kind of Work Grading and Paving _____

Prefix 317-1924 FA Project No. SOS-1701(1)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 68,267.50

Anticipated Additional Items:

| | |
|---|---|
| Royalty Payment | |
| Building Permit Fees | |
| Slide Correction | |
| Railroad Protective Costs | |
| Other Railroad Costs | |
| Permanent Signing | |
| Permanent Pavement Striping | |
| Temporary Pavement Striping | |
| Remove Pavement Striping (Exist. & Temp.) | |
| Temporary Erosion Control | |
| State Furnished | |
| Install Water Meter | |
| Furnish Water | |
| Laboratory Fees | |
| On the Job Trainees | |
| State Responsibility for Damages | |
| Signal Controller Testing | |
| Bikeway Signs | |
| Furnish Mail Box Posts | |
| Adjust Utilities | |
| | |
| | |
| | |
| Misc. Permit Fees | |
| | |

$ 0

$ 68,267.50

Contingencies (4-1/2%) . . . . . 3,072.04

Engineering ( 10 %) . . . . . 6,826.75

SUBTOTAL $

Credit for _____ . . . . . _____

Estimated Net Authorization, Construction . . . . . $78,166.29

4,000.00

Est. PE Costs

Est. total Project Cost $82,166.29

Less Federal Funds 64,500.00

Less Prior Advance Deposit 215.00

Est. remaining City Share $17,451.29

APPROVED

_____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date 2-16-79

Section Watkins St, Schumacher St, Kerby Ave (Cave Junction) County Josephine

Kind Of Work Grading and Paving Length _____ Name Butler

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Mobilization | | Lump Sum | All | Lump Sum | 5,000 |
| | Temporary Protection and Direction of Traffic | | Lump Sum | All | Lump Sum | 1,481 |
| | Temporary Signs | | Sq. Ft. | 116 | 6 | 696 |
| | Temporary Barricades | | Each | 6 | 100 | 600 |
| | Flagmen | | Hour | 20 | 19 | 380 |
| | | | | | | |
| | ROADWORK | | | | | |
| | | | | | | |
| | Clearing and Grubbing | | Lump Sum | All | Lump Sum | 100 |
| | Removal of Structures and Obstructions | | Lump Sum | All | Lump Sum | 250 |
| | General Excavation | | Cu. Yd. | 1780 | 4 60 | 8,188 |
| | Trench Excavation | | Cu. Yd. | 45 | 20 | 900 |
| | Finishing Roadbed and Slopes | | Lump Sum | All | Lump Sum | 1,500 |
| | 1½"-0 Aggregate Base | | Ton | 1440 | 7 25 | 10,440 |
| | 3/4"-0 Aggregate Base | | Ton | 480 | 7 50 | 3,600 |
| | Class "C" Asphalt Concrete | | Ton | 660 | 25 | 16,500 |

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 2-16-79

Section Watkins St, Schumacher St, Kerby Ave. (Cave Junction) County Josephine

Kind Of Work Grading and Paving Length _____ Name Butler

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | 12-inch Sewer Pipe | | Lin. Ft. | 122 | 20.00 | 2,440.00 |
| | Concrete Inlets, Type CG-1 | | Each | 5 | 550.00 | 2,750.00 |
| | Concrete Curbs | | Lin. Ft. | 1415 | 5.50 | 7,782.50 |
| | Concrete Gutters | | Sq. Yd. | 33 | 20.00 | 660.00 |
| | Extra for Asphalt Approaches | | Each | 18 | 150.00 | 2,700.00 |
| | Concrete Ditch Lining | | Sq. Ft. | 2300 | 1.00 | 2,300.00 |
| | Total | | | | | 68,267.50 |

F OREGON

# WAY DIVISION

:OPOSED PROJECT

## & PAVING

**SCHUMACHER ST.,**

**3Y AVE.**

**TION) SECTION**

**STREETS**

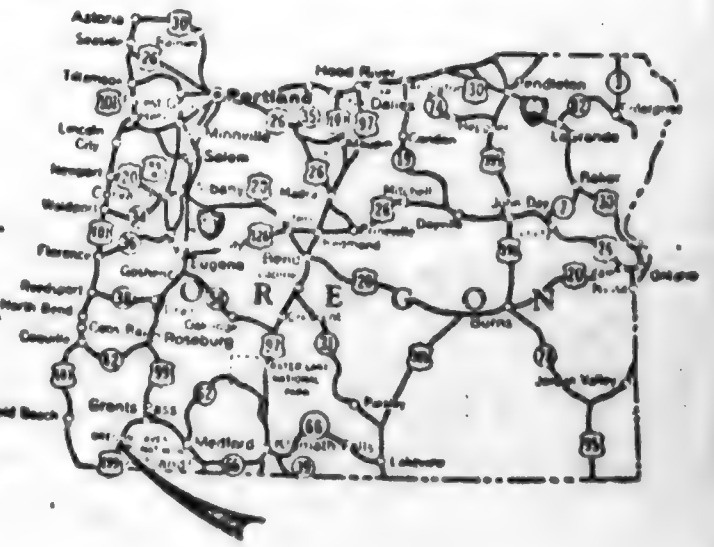
**INE COUNTY**

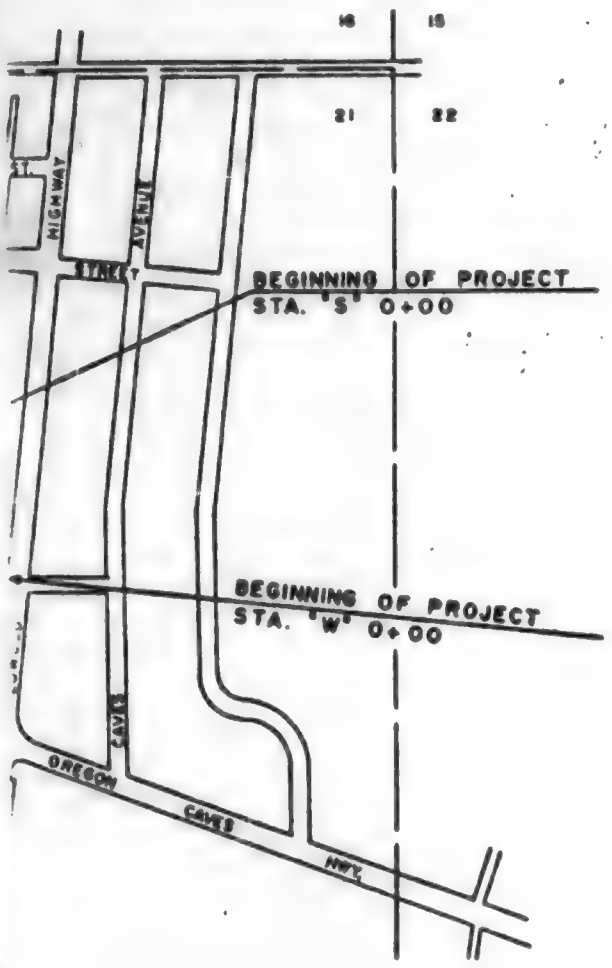
**ARY, 1979**

| WATKINS ST., SCHUMACHER ST., KERBY AVE. ( CAVE JUNCTION ) SECTION CITY STREETS JOSEPHINE COUNTY | | | | Sheet No. 1 |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | |

PRELIMINARY COPY
FEB 1 [illegible] 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

APPROVED
CITY OF_____
BY MAYOR_____
BY RECORDER_____
DATE_____




MAP

FEET
600 1200

OK by County
Telephone from
Chris Epherson
2/28/79

PRELIMINARY
SUBJECT TO CI

OREGON TRANSPORTATIO
Glenn L. Jackson
Carl O. Fisher
Robert L. Mitchell
Robert E. Veatch
Anthony R. Yturri
George M. Baldwin

**ROUTING SLIP—DEPT. OF TRANSPORTATION** Date: 2-14-79

| | | |
|---|---|---|
| Director | General Files | Public Affairs |
| Chief of Operations | General Services (DOT) | Public Transit |
| Asst. Dir.-Administration | Information Systems (Lane Ave.) | Radio |
| Asst. Dir.-Transportation Policy & Program Develop. | Labor Relations | Right of Way |
| Accounting (Highway) | Landscape | Safety & Health Services |
| Administrative Services | Library | Sign Shop |
| Chief Counsel | Location | State Highway Engineer |
| Commission Services | Mail Room | Structures |
| Construction | Maintenance | Technical Services Engineer |
| Data Processing (Trans. Bldg.) | Materials & Research | Traffic Support Services |
| Employee Development | Motor Vehicles | Transportation Policy & Program Development |
| Engineering (Design) | Organization & Manpower Services | Travel Information |
| Environmental | Parks & Recreation | Utilities |
| Equipment Shops & Storeroom | Permits & Weighmaster | [illegible] |
| Finance (DOT) | Personnel Operations | Region Number 3 |
| FHWA | Photocopy | [illegible] |
| | Proj. Mgmt. & Operations Planning | |

ATTENTION: Jack Ayers

FROM: Proj. Mngt

COMMENTS: Please forward to city for their comments and approval

Form 731-0033 (7/78)

Cave Junction

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon

January 15, 1979

17

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

FROM: JACK AYRES
Regional Federal-Aid Engineer

SUBJECT: City of Cave Junction project
Watkins, Schumacher, and Kerby Sts.
Josephine County

TO: D.H. Moehring
Project Management
SALEM

Attached is a cost breakdown for the reduction of the project to come within funding capabilities of the City of Cave Junction on subject project. This has been prepared by Josephine County with concurrence of the City of Cave Junction and the consultant.

The attached itemization indicates those deletions required to bring subject project into line with funding capabilities.

JA/cp
Attach.
cc: Duane Christensen
Ron Busey

REFERRED TO

Beard — Stoudenmeyer
Cole — Sample
Eriksen F.E. — Watson
Hager — Dorn — Leu
Return — Discuss — Do — File Copy — Due
BY FINAL DESIGN ENGINEER

1-17-79
① Consultant is in process of downscoping plans.
② Ayres will have Busey check unit costs to make sure we have a fundable project after downscoping.
Doc

1 Versteeg
2 Christensen Doc
George
Olson
Terpin
Sullivan
Scott
Andersen

RECEIVED
JAN 16 1979
ENGINEERING SECTION

Trout
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Bring Up ___/___/___
Action

[illegible]
[illegible] 476-8[illegible] EXT 411

# JOSEPHINE COUNTY DEPARTMENT OF ROADS

GRANTS PASS, OREGON 97526

January 12, 1978

Mr. Jim Sullivan, PWD
City of Cave Junction
P. O. Box F
Cave Junction, Oregon 97523

Re: SOS Street Improvement Project
City of Cave Junction

Dear Sir:

Pursuant to your verbal request for assistance in reviewing the subject project involving Watkins, Schumacher and Kerby Streets, Del Robertson, Construction Coordinator for Josephine County and Ron Busey, Resident Engineer with Oregon State Highway Division met with you last Thursday at City Hall and on the project.

The purpose of the meeting was to review phases of the work proposed for deletion or adjustment in order to reduce the cost of construction from approximately $110,000 to something under $70,000. Discussion with Oregon State Highway Division officials indicate a maximum total authorization of $75,000 which must include construction costs, construction engineering charges by the consultant, engineering charges by the Oregon State Highway Division and a 4½% contingency.

An itemization of anticipated expenditures is as follows:

| | | |
|---|---|---|
| Authorization | Total | $ 75,000 |
| Construction Engineering (Consultant's Agreement) | | 4,038 |
| Engineering Charges by OSHD - Estimated | | 2,700 |
| Contingency - 4½% of Construction | | 2,940 |
| Construction Costs | | 65,322 |
| | Total | $ 75,000 |

The consultant's latest estimate of construction cost was $110,594. Attached are possible deletions and adjustments which could reduce the construction cost to approximately $66,000. Major areas of change include sidewalks, a portion of the curb and gutter, both concrete structures and grade adjustments affecting excavation and base rock. The deletion of the box culverts would necessitate the purchase of pipe materials, with installation by the City, as the pipes must be extended to allow for the wider street section. These recommendations would allow you to maintain all paved surfacing and drainage which you felt was of primary importance.

Should you have further questions, please feel free to call on us for assistance.

Sincerely,

W. D. Owen, Supervisor
Engineering Division

DWR:mf
Attachment
cc: D. Anderson, City Recorder
J. Ayers, OSHD Reg Fed-Aid Engr
R. Busey, OSHD Res Engr
Board of County Commissioners

| Street & Item | | Estimated Savings |
|---|---|---|
| **Watkins Street** | | |
| Delete Sidewalk | | $ 1,250 |
| Delete Gunite in Canal | | 1,500 |
| | Subtotal | $ 2,750 |
| **Schumacher Street** | | |
| Delete Box Culvert | | $ 7,500 |
| Delete Wing Walls | | 2,000 |
| Delete Sidewalk | | 1,750 |
| Delete Curb & Gutter on North Side | | 2,117 |
| Adjust Grade - 400 c.y. Less Excavation | | 1,840 |
| Delete Railing @ Box Culvert | | 105 |
| Delete Guard Rail @ Box Culvert | | 210 |
| | Subtotal | $15,522 |
| **Kerby Street** | | |
| Delete Box Culvert | | $ 7,500 |
| Delete Wing Walls | | 1,000 |
| Delete Sidewalk | | 3,000 |
| Delete Curb & Gutter on East Side | | 3,135 |
| Delete CG-1 Inlet @ 0+82 Left | | 550 |
| Delete Guard Rail @ Box Culvert | | 350 |
| Adjust Grade to More Closely Fit Existing Profile - Do Not Excavate Rock Where Rock Could be Added to Existing Rock Prior to Paving | | |
| Excavation - 1200 c.y. Less | | 5,520 |
| 1½"-0 Base - 450 c.y. Less | | 3,260 |
| | Subtotal | $24,315 |
| **Total Project** | | |
| Delete Seeding and Mulching | | $ 470 |
| Delete 80 hours of Flagmen | | 1,520 |
| | Subtotal | $ 1,990 |
| | Total of the Above | $44,577 |

Summary

Estimated $110,594 less $44,577 = $66,017 which is very close to the amount available for construction

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 11, 1979

FILE:

FROM: J. H. Versteeg
Engineering

TO: Frank E. Terpin
Location Engineer

SUBJECT: Project Development
Off-System Projects

Final Design is presently processing four Off-System projects for contracting where scope of project and funding are not compatible. These are as listed:

| PROJECT | PROJECT PREPARATION BY | EST. | AVAILABLE FUNDS |
|---|---|---|---|
| Kingwood St. & 10th St. (Florence) | Consultant | $144,000 | $95,000 |
| Schumacker St. & Hussey Ave. (Cave Junction) | Consultant | $110,000 | $75,000 |
| 1st, 2nd, 3rd, 4th & Oak Sts. (Rogue River) | ODOT | $107,000 | $78,500 |
| Enterprise (W. Second St.) | ODOT | $132,000 | $91,000 |

The first two projects have been returned to Region. The consultant and Local Government Unit are in the process of reducing the scope of the project to fit within available funds. We are presently awaiting word on the third and fourth projects from the Regions as to where the Cities want to cut.

Projects located in the field must be within the local government's funding capability if we are to keep engineering costs at a reasonable level. Engineering costs can bite heavily into the available funds to construct the project if not closely watched on small projects.

The locating engineer or liaison engineer must be knowledgeable of the local government's funding capability, the scope of the project, and the project estimate and must keep these items in line throughout the location phase and design phase if done by a consultant.

Projects should not be forwarded from the Regions to Salem until scope and funding of project are compatible. (Consultants need to prepare an estimate and submit it to Region along with the plans for review.)

It would also be desirable to have along with the submittal of field data (on ODOT developed projects) an indication where we should downscope a project to bring it within fundable limits if needed.

The above has been discussed with Mr. Wimer and he is in the process of alerting our Federal Aid Engineers of this problem area. Any assistance you can generate from the Location Engineer's point of view would be appreciated.

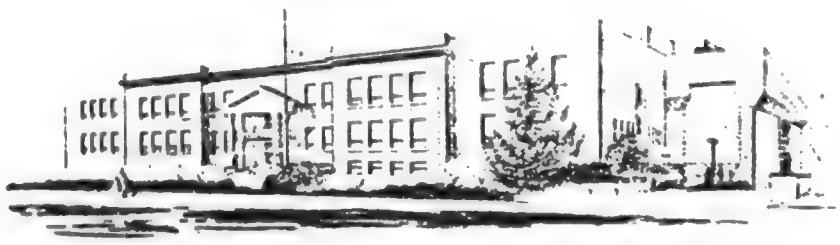
DOC:ab
cc: D. H. Moehring
R. N. Bothman
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
Dale Allen
W. E. Schwartz
R. T. Ewen
Gerald Wimer

PROJECT MANAGEMENT
LOC CCE FAE
JAN 11
FM FA
OP

Reynolds
Are the indicated "available Funds" correct? Consider PE charges @ 100% city funds

8896

# JOSEPHINE COUNTY OREGON



(503) 476-8881

COURTHOUSE GRANTS PASS, OREGON 97526

*Board of Commissioners*
GEORGE A. CALVERT
BEN KILPATRICK
M. C. LOUGHRIDGE

Duane Schultz, Legal Counsel

December 5, 1978

Mr. Herbert R. Higgins, Mayor
City of Cave Junction
P. O. Box F
Cave Junction, Oregon 97523

Re: Safer Off-System Street
Improvement Project
City of Cave Junction

Dear Sir:

The Board of County Commissioners wishes to take this means to reaffirm priorities for funding City of Cave Junction projects which were described in letters from the Board of County Commissioners dated March 20, 1978 and October 24, 1978. These priorities are consistent with the intent of budgeting Cities Street Improvement Fund to construct city streets which provide continuity to the county road system for the purpose of serving county and city residents rather than primarily inter city traffic.

The Board will meet it's earlier commitment to provide matching funds for the approved Safer Off-System project in the City of Cave Junction, thereby, assuring the City of Cave Junction a $75,000 project funded by federal off system monies.

Estimates now projected by the Oregon State Highway Division for the Watkins Street, Schumacher Street and Kerby Avenue are now nearly $110,000 which would require other sources of funds for the City of Cave Junction to finance the cost above $75,000 or reduce the scope of the proposal. Jack Ayers to get word from city

The balance of Cities Street Improvement Funds, not commited for match money, would be $29,500 to be held in reserve and used with future allocations for River Street reconstruction.

The Board of County Commissioners will continue to support your good efforts for street improvement in Cave Junction.

PROJECT MANAGEMENT

WDO:mf

cc: T. Flatebo, Consultant
D. Anderson, City Recorder
W. Owen, County Engineering
J. Ayers, OSHD Reg. Fed-Aid Engr.
R. Busey, OSHD Res. Engr.
Dick Lew

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

By _____ Commissioner

By _____ Commissioner

By _____ Commissioner

Copy to Harold Reynoldson

Date 1-8-79 PROJECT MANAGEMENT OFFICE MEMO

Subject Cave Junction 505 Project File No.

Received (call) (~~visit~~) from Del Robertson (Couldn't reach Jack Ayres Or anyone else in the Office)

Address

Made (call) (visit) to Phone

Reason for contact and general discussion: FHWA provides #64,500 and County offers the #10,500 match. Consultants estimate #110,000. He asked City how they wanted to cut. They in turn asked County for advice. Apparently no approved consultant yet for PE. City will need to bear this cost. State PE to date #1,000. Say another #1,500 to contract. Leaves #72,500. Recommend divide by 113.5% (4½ Cont 9 Engr) for const funds avail. Robertson may want to simply subtract #6,000 (#4,038 Const Mgt + #2,000 State) This leaves #66,500. Has consulted Ron Busey. (Wants any other suggestions soon

Signature A Nemec

cc Jack Ayres

File ( ) ( ) (11/9/79 RHL) ( ) ( ) ( ) (R) Prange (D) Beyreldson

Circulate: PME LGE OPE FAE CCE OM Other

N
M

8896

Cave Junction

Salem, Oregon
November 16, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Alfred Shirley, Jr.
Region 3 Engineer

Watkins St., Schumacher St.,
Kerby Avenue
[redacted]

Attention: Jack Ayres
Federal-Aid Engineer

Final Design and the Structures Section have reviewed the revised consultants plans and have a few comments on the added details.

We are returning the project tracings (all) and prints of Sheets 2, 2A, 3, 4 and 5 with our comments shown in red.

Our main concern is with the box culvert details and the railing protection at the box locations. I believe most of the comments noted are explained sufficiently, except possibly the need for protection at the culverts. At the sidewalk locations the pipe railing will give pedestrians, etc., protection from the hole at the culvert ends. At locations without walks where the protection will be at the curb line, it should be strong enough to take vehicle loads. Guardrail would seem to be the most appropriate barrier.

If the changes can be made fairly soon and the tracings returned to us, we should still be able to make the February 22nd contract letting.

FE:ab
cc: Fred Eriksen

Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
NOV 17 1978
ENGINEERING SECTION

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8896

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

11-13-5

2017

Attention: Right-of-Way Section

Subject: Federal Aid Project No. SOS-1701(1)
Project Name Watkins St, Schumacher St. and Kerby Ave.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

C.C. D.E. Swan
~~I.O.S.~~ Roger Trygstad
C.T. Keasey

Signed at CAVE JUNCTION, Oregon, this 13 day of NOV, 1978

City of Cave Junction

Certified By:

Richard Wilson
for Regional Right-of-Way Supervisor
Date 11-15-78

Herbert R. Higgins
HERBERT R. HIGGINS Mayor

Wilma D. Anderson
WILMA D. ANDERSON City Recorder

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8896

Cave Junction

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
October 10, 1978

Duane O. Christensen
Final Design Engineer

Alfred Shirley, Jr.
Region 3 Engineer

Watkins St., Schumacher St.,
Kerby Ave. (Cave Junction)
City Streets
Josephine County

Attention: Jack Ayres
Federal Aid Engineer

Vanleeg
Christensen
George
Olsen
Terpin
Sullivan
Scott
Anderson

RECEIVED
OCT 10 1978
ENGINEERING SECTION

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Action

Plans for the project have been reviewed by us and the Structures Section. We are returning the one set of prints with our suggestions (shown in red) for bringing the plans into conformance with our specifications and standard drawings.

We usually call for concrete driveways (Type "A") in concrete sidewalk areas and have noted this on the plans. Sidewalk ramps (standard drawing no. 2077) are required by law in new sidewalk and curb radius locations. Please review the need for additional sidewalk ramps other than those shown. The location preferred for inlets is on tangent sections of curb and bicycle safe grates (special grates) should be specified.

Existing concrete pipes, curbs, slabs, culvert wingwalls, etc., requiring removal should be shown on the plan and noted. It appears there is some of this work, but the plans do not show this. Any excavation required for removal outside the roadbed section should be indicated.

On the street typical section the base rock need not extend back of the curb. Aggregate is usually not necessary under the sidewalk.

There are several locations where work is shown outside the street right of way. Right of way or easements are usually required to enable the contractor to legally perform the work.

A note (pipe data) should be added to indicate the minimum class of storm sewer pipe that will be permitted.

Note that we have revised the signature block on the title sheet. There is an area for the consultant's name and his stamp, and for the appropriate city official's signature.

FE:ab
cc: D. H. Moehring
F. Eriksen

8896

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section 9-20-78

Subject: Federal Aid Project No. SOS-1701(1)
Project Name Sawyer Ave - Hussey Ave Section on Schumacher St, Suter St. - Watkins St. Section on Hussey Ave.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

■ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

■ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at CAVE JUNCTION, Oregon, this 20 day of SEPT, 1978

City of Cave Junction

Certified By:

Herbert K Hyjer
Mayor

Regional Right-of-Way Supervisor
Date _____

Wilma D Anderson
City Recorder

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8896 7-21-78

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: US-1701(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80335

COUNTY NAME: Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 7-21-78 | 7-21-78 | Non Federal Aid | City Street |

GENERAL LOCATION:

City Streets (Cave Junction) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering, grade, drain and high type paving

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION including utility
- ☐ OTHER (Specify) Preparatory Work
  TEC NTE $1,500-FF $1,286

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 7-5-78 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $75,000 federal funds $64,663 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement required by the Economic Stimulus Appropriations Act of 1977 apply to the construction phase of this project.

Swan F

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 7-21-78 | G. K. Hansen | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8896

Date: July 10, 1978

City of Cave Junction
City Council
City Hall
Cave Junction, OR 97523

Attn: Edith Clarke
City Records

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Schumacher St., Sawyer Ave., and Hussey St. Section. Project #SOS 1701(1).

Financial sharing of the preliminary engineering is:

| | |
|---|---|
| Total P.E. | $1,500.00 |
| Federal Funds | 1,285.00 |
| Balance | $ 215.00 |
| Local Share: | $ 215.00 |

Recd 7/25/78 Told Jack Ayers

Please make your check in the amount of $215.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

G.W. Wimer
Local Government Manager

HR:cw

bc w/AD#470 : Vern Skoog - Please return completed AD#470 when check is received.
Region 3 Federal Aid Engineer, Jack Ayers

8896

ROBERT W. STRAUB
GOVERNOR

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 5, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration
Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80335
Project No. SOS-1701(1)
City Streets (Cave Junction) Section
Josephine County

Attached data for the subject project consists of PR-1 form with project maps.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the state Highway Division.

We request the following:

(1) Authorization to proceed with all phases of preliminary engineering including utility preparatory work at an estimated total cost of $1,500 with an obligation of $1,286 in federal funds.

(2) Authorization for construction at an estimated total cost of $75,000 with an obligation of $64,663 in federal funds.

DRH:lml
Att.

cc: Al Shirley, Region 3
Harold Reynoldson

AD 470

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

7-5-78

FEDERA

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) (20) | PROJECT LOCATION (45 typewriter spaces) 21 — City Sts., Schumacher, Hussey, Sawyer, Kerby (Cave Junction) — 66 | ADT | PRESENT 150 30 DHV | FUTURE 250 (66) | |
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 — PE, Gr., Dr., H-T Pave — 62 | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) (72) EMERG. V |
| CARD 4 | CLASS OF FEDERAL FUNDS: Safer Off-System Roads | | | | | COUNTY NA |
| | NAME OF URBAN AREA 17-31 ---------- | | | | | ROUTE NO. N |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED TOTAL ESTIMATED COST | ESTIMATED FEDER |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) |
| 5 | | | | | PE | | | 0.57 | 1,500 | 1, |
| 5 | | | | | ROW | | | | | |
| 5 | | | | | CONST (CODE) 6201 | | "City Streets (Cave Junction) Section | 0.57 | 75,000 | 64, |
| CARD 1 | CODE 1 | PREPARED BY: DRH | | | | | PROJECT TOTALS | 0.57 | 76,500 | 65, |
| 1 | 14 | PROGRAM APPROVAL DATES: 3-8-78 | | | | | | | (16) (23) (24) | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

| by (65) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| | | 150<br>30 DHV (66) | 250 (70) | 98 (71) (72) | 10 | Oregon | 41 (2) | 630 (3) (4) (9) | 80335 (14) (18) |

| AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (78) | PROJECT NUMBER PREFIX LETTER(S) 14 | NUMBER 23 7 | SEQ. NO. | I. Projects Only PCST MI. (24) (26) | DESIG. 27 |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | SOS | 1701 | (1) | | |

| | COUNTY NAME | CODE (14) (16) | PROGRAM STAGE |
|---|---|---|---|
| | Josephine | 033 | 1 CP ☐ 2 ☐ |

| | ROUTE NO. | FEDERAL-AID | STATE (32) | (36) (37) | U.S. (41) |
|---|---|---|---|---|---|
| | N | Non | City St. | | --- |

| ES (55) | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (58) (59) (66) | FEDERAL FUNDS (67) (76) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|
| .57 | 1,500 | 1,286 | ----- | 214 (City) | Util. adj. and prep work as required. |
| 0.57 | 75,000 | 64,237 | ----- | 10,673 (City) | ROW-60' min; Access Control-none Parking Restriction None. |
| 0.57 | 76,500 | 65,613 | ----- | 10,887 (City) | |

(16) (23) (24) (33) REMARKS

-over-

USCOMM DC 48208-

City Streets (Cave Junction) Section
Project No. SOS-1701(1)

Existing Facilities: 24-foot oil and gravelled surfaced roadways.

Project Data: Work under this project consists of the following:
1) Preliminary engineering, all phases, including utility preparatory work.

2) Grade, drain, H-T pavement to provide on the existing alignment a curbed section to accomodate 2 lanes with parking and sidewalks and other incidental work common to this type of project. Utility adjustments as required. Note: Construction engineering by consultant firm T. Flatebo & Associates with review by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on March 20, 1978.

FHPM 7-7-5 Requirements:
a) Public Hearings--Not required under Oregon Action Plan.
b) Location/Design--Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 4.
2) This project included in the FY '78 Annual Program under "Statewide Safer Off-System Roads".

Accomodation of Utilities: State-City agreement executed March 22, 1978 in compliance with Secondary Road Plan.

Maintenance: State-City agreement executed March 22, 1978 complies with Section 116, Title 23, U.S.C.

8896

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon

April 28, 1978

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: Cave Junction's Safer Off-System project no. OS-1701(1) on various city streets

Mr. Flatebo, Consultant, telephoned this office and advised that the city and Josephine County are adding $40,000 in local funds to the $75,000 federal and local match to the subject project.

He advised me that due to the city's insistance on having this project under contract this coming construction season, he is beginning the preliminary engineering phase now and it will be a non-participating item.

He was advised to revise the consultant agreement to reflect only the construction phase.

He advised that the city is forwarding a letter to region stating, his firm has been on retainer for three years.

GLC/cao
cc: D.H. Moehring
George Thornton
Ron Busey
D.E. Swan
Dick Hacek
FRANK TERPIN

PROJECT MANAGEMENT
PME ☒ 1 CCE ☒ OM ☐
LGE ☒ 2 FAE ☒ 3 OPE ☐
MAY 1 1978

| | | | |
|---|---|---|---|
| | File | PM | FA |
| TAA Holmes | | LG | OP |
| Reynolds | | | |

8896

March 23, 1978

City of Cave Junction
City Hall
Cave Junction, OR 97523

Attention: Edith M. Clarke
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6402

Gentlemen:

Attached for your records is a fully executed copy of an agreement for construction of the Sawyer Avenue-Hussey Avenue Section of Schumacher Street and the Sister Street-Watkins Street Section of Hussey Avenue in Cave Junction.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 20, 1978

In reply refer to: HB.3-OR

SUBJECT: Oregon Project No. SOS-1701(-)
Hussey Avenue-Schumacher St
Sawyer Street-Kerby Street
Cave Junction, Josephine County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section, ODOT

The subject project assessment submitted with Mr. Moehring's December 28, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-m or action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

Original Signed By
VERNON V. CUSACK
Program Operation
Engineer

G. L. Green

cc:
ODOT (Mr Moehring, Proj Mgmt)
OSHD (Region 3, Environmentalist)

3/24/78

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design - Lab Bldg.
Alfred Shirley, Jr.
C. T. Thornton
Elliott Parker
Eb Engelman
Gerald Wilmer
Ben Gifford

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☑ CFE ☐
MAR 23 1978
TAA ☐ File: PM FA
LG OP

BEN GIFFORD

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels_____
Yes, No

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

None

Type of Structure(s):

Boxculvert archpipe or other appropriate structure.

Brief Description of River or Stream and Type of Involvement, if any:

Small creek crosses one street. It is intermittent.
No fish population.

Local City, County or COG priorities of project:

High priority with city.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

None - (Existing Right-of-Way)

Other Descriptive Information or Comments:

The completion of these streets will complete the core-city area.
It will complete a circle of traffic flow and prevent dead-end streets.
A large amount of traffic now using Main Street (Redwood Highway) can
use other streets after completion.

(Attach project sketch map.)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

CATEGORY 3 PROJECT

NON-MAJOR
SOS-1701(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Section Hussey Ave, Schumacher Str Sawyer Str, Kerby Str
County Josephine
Highway City Streets
Termini: M.P.(if appl)
Region III

Date February 10, 1976
Unit (if appl)
City Cave Junction
State Hwy. No.
Length 3000'
Construction Estimate 100,000.- Program Amount

B. Purpose of Project:

Upgrade and Pave existing streets. Construct unimproved streets. Part of City-wide program over last 5-10 years.

C. Origin & History of Project:

The city has received a small amount of money every year from the county. This has been used to improve a 1-2 block long street project every year or every other year.

D. General Description of Project:

These existing streets are in poor condition and are only some gravel and oil surface. -Survey and engineer proper grade, excavate, install curb & gutter, base, and AC pavement. This project would complete the core-city area.

Alignment: New _____ Existing Platted R-of-Way Combined _____

Typical Section: Existing: No. Lanes 2; Med. ____; Shldrs. ____; Parking ____
Proposed: No. Lanes 2; Med. ____; Shldrs. 0; Parking 12' each side

Traffic: Existing Facility: Existing ADT 150; Projected ADT 250; Yr. ____
Existing Level of Service ____

Proposed Facility: Projected ADT unknown; Yr. ____
Projected Level of Service ____

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None needed.

2. Estimated Impact on Traffic Patterns:

Remove some traffic from Redwood Highway (local traffic) onto side streets. The numbers will not be significant. Presently this traffic turns around on dead-end streets and drives back. This project will create a circle of flow.

Consequences--Air Quality, Noise, Safety, etc.:

No significant change expected.

3. Estimated Impact on Land Use:

No significant change expected.

Consequences:

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

There are no Scenic Resources. No significant noise, safety, distraction, etc.,effects on the residential areas.

Consequences:

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

This project will have no effect on the natural surroundings. All work will be done on existing right-of-way in use for street and/or utilities. The grade, shape, and elevations will conform closely to existing facilities.
This project will not create any waste or pollutants.
After completion, it will be a great improvement to the neighborhood.
Disturbance of the land surface during the temporary construction period will have no long-term adverse effect on vegetation, wildlife, land or water resources.

2. Cultural:

Existing use is sparse residential (old) and commercial (old). The upgrading of the streets might result in some upgrading of old commercial buildings.It could also result in more building activity on empty land.

There are no known archaeological, cultural, or historic sites in the project area.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None needed.

2. Estimated Impact on Traffic Patterns:

Remove some traffic from Redwood Highway (local traffic) onto side streets. The numbers will not be significant. Presently this traffic turns around on dead-end streets and drives back. This project will create a circle of flow.

Consequences--Air Quality, Noise, Safety, etc.:

No significant change expected.

3. Estimated Impact on Land Use:

No significant change expected.

Consequences:

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

There are no Scenic Resources. No significant noise, safety, distraction, etc.,effects on the residential areas.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
No plans for the area

b. Noise Standards

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

---

C. Recommended Type of Action and Documentation:

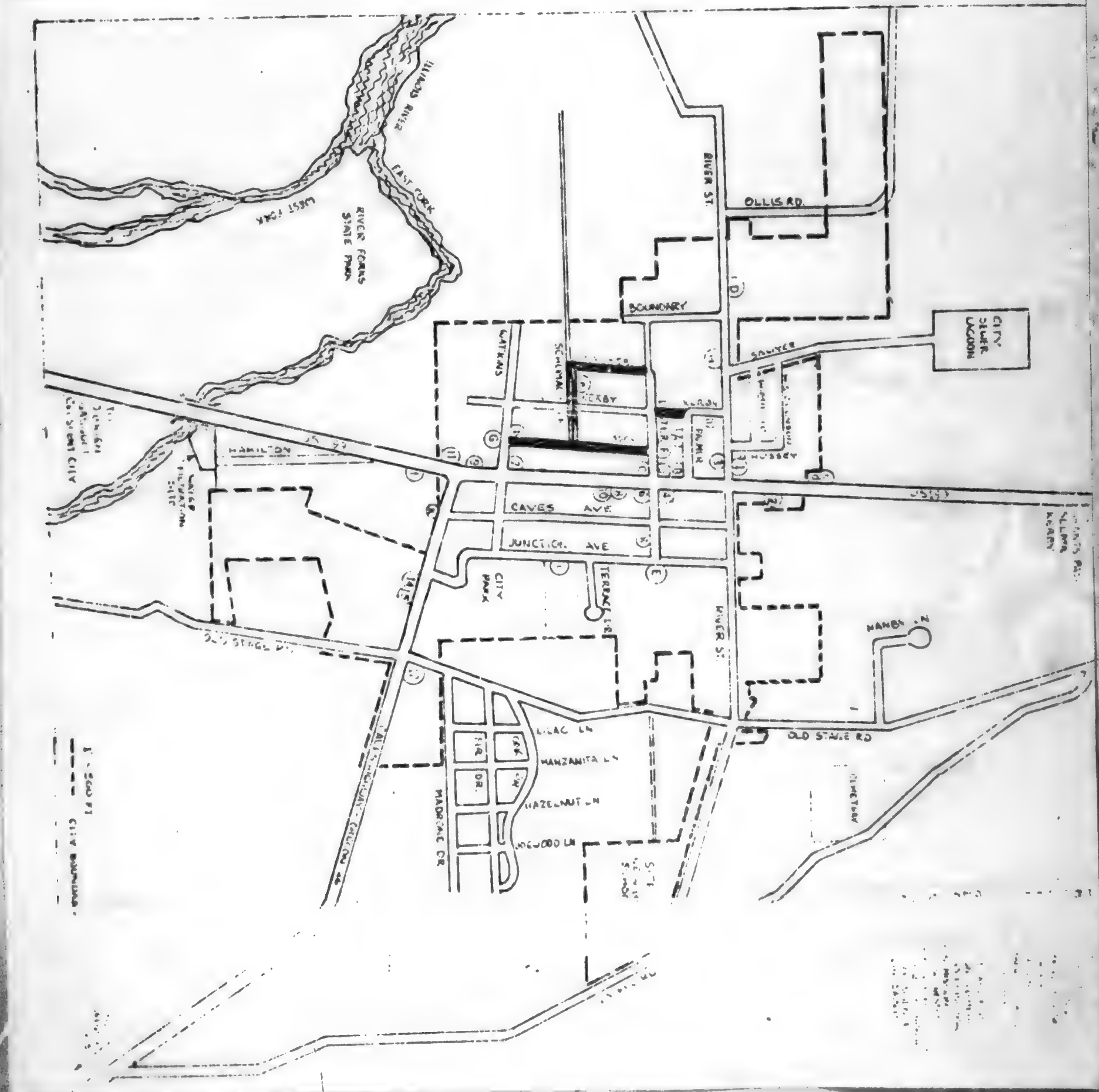
----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

| SIGNIFICANT: | NON-SIGNIFICANT: | |
|---|---|---|
| ____ D & FEIS | ____ D & F Neg.Dec. | _x_ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:
Lack of right-of-way need, continuation of existing land use, and scale of project suggest a non-major action.

---

D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 ____ 4


RIVER ST.
OLLIS RD.
BOUNDARY
CITY SEWER LAGOON
SCHOOL
WATKINS
HERBY
HURON
PALMER
HUSSEY
HAMILTON
CAVES AVE
JUNCTION AVE
CITY PARK
TERRACE ST
RIVER ST
HANSEN LN
OLD STAGE RD
LILAC LN
MANZANITA LN
HAZELNUT LN
MADRONE DR
FIR DR
OAK DR
CEMETERY
WEST FORK
EAST FORK
RIVER FARMS STATE PARK

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
# HIGHWAY DIVISION
Region 3

672-6658 PRO 6
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6541

January 17, 1978

Ms. Edith M. Clarke
City Recorder
City of Cave Junction
City Hall
Cave Junction, OR 97523

Dear Ms. Clarke:

This will confirm a telephone conversation 1/17/78 concerning details of your Safer Off-System Roads Program, Project No. OS-1701(1), on various city streets in Cave Junction.

Since your original application, we understand one or more of the streets under consideration has been improved with local funds. This does not pose a problem for your current project.

The maximum project cost under this program is $75,000.00. This includes all engineering and construction costs. 14% of this $75,000.00 will be a local agency responsibility. If the city wishes the project to overrun the $75,000.00, it will be with 100% local agency funds.

Therefore, your consultant engineer should decide the extent of the improvements needed on one or more of the original streets listed in the application to provide a $75,000.00 total project.

Attached is a sample copy of an agreement required for this project between your consultant and the city. The Highway Division and the Federal Highway Administration must approve the document. Please advise your consultant that the only acceptable method of payment for preliminary engineering is the lump sum method and for construction engineering, cost plus a fixed fee.

If you have any further questions, please contact this office.

Cordially,
ALFRED SHIRLEY, JR.
Regional Engineer

Original Signed by Glen L. Clark

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/bes
cc: D.H. Moehring
George Thornton
Ron Busey

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JAN 19 1978
File: PM FA
LG OP
TAA

8816

DATE: December 1, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Fiscal Year 1978 SOS-R Fund Allocation
Proposed Safer Off-System Roads Projects

On the consent calendar for the December 15 meeting will be a tabulation showing the distribution of fiscal year 1978 Safer Off-System Roads funds. The allocation has been computed in accordance with the federal requirements and a formula developed in cooperation with the League of Oregon Cities and the Association of Oregon Counties.

Also on the consent calendar will be twenty-five requests for approval of SOS-R projects. These projects are divided into three groups and are summarized as follows:

GROUP I-PORTLAND URBANIZED AREAS

Nine requests totaling $395,900 have been received for projects in the Portland Urbanized Area. City of Portland is requesting seven projects totaling $250,500, Tualatin's request is for a $70,400 project, and Multnomah County is requesting a $75,000 project.

GROUP II-CITIES UNDER 50,000 POPULATION

Requests totaling $672,000 have been received for projects in eight cities. Cave Junction's request is for a $75,000 project, Depoe Bay - $75,000, Florence - $75,000, Hermiston - $170,000, Rainier - $50,000, Rogue River - $114,000, Sweet Home - $33,000, and Veneta - $75,000.

GROUP III-COUNTIES, ROAD DISTRICTS, & INDIAN RESERVATIONS

Eight requests totaling $1,465,000 have been received from various counties for projects. Baker County is requesting a $134,000 project, Clackamas County - $251,000, Columbia County - $250,000, Douglas County - $270,000, Harney County - $103,000, Klamath County - $165,000, Morrow County - $102,000, and Union County - $190,000.

Federal Safer Off-System Roads funds for these projects are estimated at $2,044,990, with the local entities of government providing approximately $487,910 in match funds.

These projects have been reviewed, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Att.
GEZ:lml

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. N. Bothman
D. H. Moehring
V. E. Skoog
J. H. Versteeg
E. L. Hardt
John Sheldrake
A. Shirley, Jr.
C. M. Williams
W. E. Schwartz
D. N. Harwell
George Bell

## FISCAL YEAR 1978 SOS-R ALLOCATION
## DECEMBER 1977

Oregon's Fiscal Year 1978 SOS-R Apportionment $3,652,374

Allocation to Urbanized Areas, Cities Under 50,000 Population, and Counties, Road Districts and Indian Reservations, is based on Percentage of Off-System Road Mileage.

| | | |
|---|---|---|
| GROUP I -- URBANIZED AREAS | | $ 511,332 |
| 14% of Total Off-System Road Mileage | | 71,587 |
| SALEM | 14% | 97,153 |
| EUGENE | 19% | 342,592 |
| PORTLAND | 67% | |
| GROUP II -- CITIES UNDER 50,000 POPULATION | | $ 511,332 |
| 14% of Total Off-System Road Mileage | | |
| GROUP III -- COUNTIES, ROAD DISTRICTS & INDIAN RESERVATIONS | | $2,629,710 |
| 72% of Total Off-System Road Mileage | | |

CITY OF CAVE JUNCTION
Proposed SOS-R Project

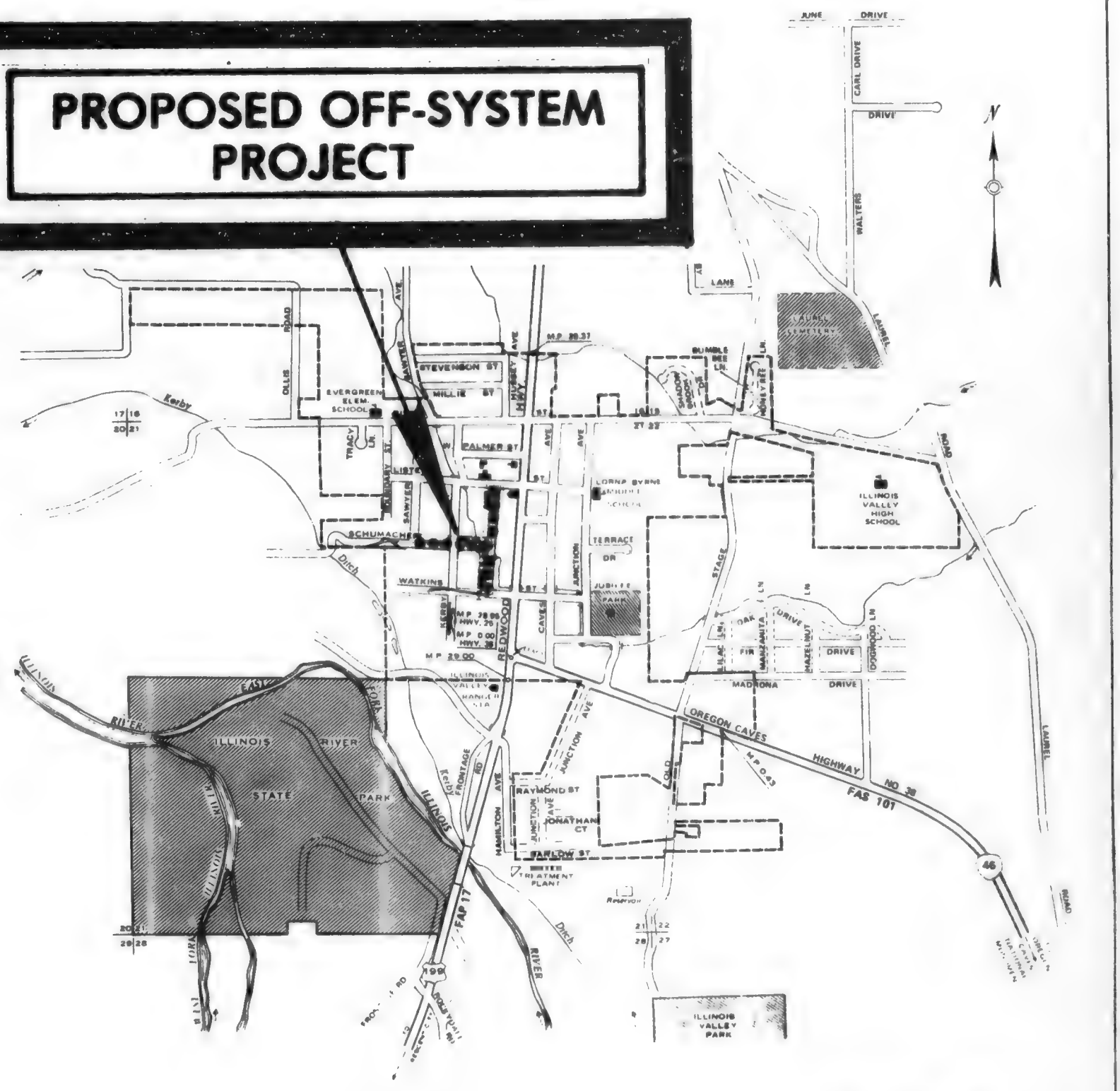
Sawyer Avenue - Hussey Avenue Section
Schumacher Street, and Lister Street -
Watkins Street Section, Hussey Avenue
Grade, Pave and Sidewalks
0.36 miles
$75,000

This project consists of widening and improving Schumacher Street and Hussey Avenue to a two-lane curbed section with sidewalks.

City will engage a consultant to perform the preliminary and construction engineering.

77-b
12/1/77

# PROPOSED OFF-SYSTEM PROJECT




T 40S R 8W W M

LEGEND

TERMINATION OF
DIVIDED HIGHWAY
STREET OPEN FOR

Copies of this map are available at nominal cost from
Oregon State Highway Division Salem, Or. 97310

## CAVE JUNCTION

JOSEPHINE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Revised April 1977

Population 697

SCALE

800 0 800 1600 2400 FEET

250 0 250 500 750 METERS

8896

505

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
# HIGHWAY DIVISION
Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
NOV 25 1977
File: PM FA
TAA LG CP

November 23, 1977

Ms. Edith Clarke
City Recorder
City of Cave Junction
City Hall
Cave Junction 97523

Dear Ms. Clarke:

This is to advise that your application originally submitted December 9, 1975, for a federal-aid Safer Off-System roads program project is now being reactivated and considered for funding.

You may recall that the City of Cave Junction had included the reconstruction of portions of south Hussey Avenue, Kerby Avenue, Schumaker Street and Sawyer Avenue. Further, that if any reduction is to be considered that Sawyer and Kerby Avenues would be removed from the project. Your consultants at that time was the firm of T. Flatebo and Associates.

The basic guidelines have not changed radically since your application was filed with this office. The project limit is still $75,000 including federal funds and local match. One change is that the match ratio has changed from 78/22 to 86/14. Thus, the city's share will be 14% of the $75,000. If the project exceeds $75,000 the city would be 100% responsible for that portion over $75,000. Another change is that if requested the State Highway Division would perform the engineering for the entire project.

If you wish to have a consultant perform the engineering such cost would be a part of the $75,000. The same would be true if the state was asked to provide the engineering services.

We need to know as soon as possible if a consultant is to be utilized because there is a complicated selection process that must be followed unless the consultant is on retainer to the city. If the latter is true then we need a copy of the contract document.

We will keep you advised of the progress of your project. Please advise if there are any changes involving this project and if you have any questions please do not hesitate to contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
George Thornton
Ron Busey

8896

Bulein OSR
Cave Junction

# OREGON STATE HIGHWAY DIVISION

RECEIVED
COUNTY & CITY SECTION
SEP 27 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

PRO 6

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 23, 1976

Mr. Torleiv Flatebo
T. Flatebo & Associates
P.O. Box 849
935 North Fifth Street
Jacksonville, OR 97530

Dear Mr. Flatebo:

This will acknowledge your letter of September 18, 1976, concerning the City of Cave Junction's Safer Off-System Roads Program Project OS-1701(1).

Thank you for providing this office with the project reduction guidelines. This project will be presented to the Oregon Transportation Commission at its September 28th meeting, if the information arrives in time.

This is only one step in a long sequence of events to bring the project to contract. More information will be forthcoming after Commission approval. A meeting will be set up later, with you and the City present, to outline future guidelines.

At a meeting yesterday with officials of FHWA and the Highway Division, it was learned that Congress has not enacted an appropriations bill to fund this new Safer Off-System Roads Program. It was indicated by the FHWA officials that this might not occur until after the first of the coming year.

In this event, it would be difficult to accomplish all the steps necessary: preliminary engineering, contract advertising, etc., for construction season 1977.

When additional information is available, you will be advised.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien
George Thornton
Ron Busey
Mayor Drew - Cave Junction

PROJECT MANAGEMENT
SEP 27 '76
FOR
Info | Investigate | D/D | Action | File | Letter | See me

LICENSED IN
• OREGON
WASHINGTON
CALIFORNIA

T. FLATEBO AND ASSOCIATES
CIVIL ENGINEERS AND LAND SURVEYORS
(503) 899-8267
P. O. Box 549
935 North Fifth Street
Jacksonville, Oregon 97530

TORLIEV FLATEBO, P. E.
899-9000
KURT C. WEAVER
535-3635
ALBERT W. GANDT
773-3335

September 18, 1976

Mr Glen L Clark
Regional Federal-Aid Engineer
P O Box 1128
Roseburg, OR 97470

Re: Cave Junction Application

Dear Mr Clark:
Mayor Drew asked me to write you regarding your Sept 13 letter.
If the City has to reduce their project to be within the $75.000.- project amount, it is their desire to delete Sawyer Ave and Kerby Ave.
If you have any questions, please contact me.

Sincerely,

Torleiv Flatebo

9896

Ruben OSR

Cave Junction

# OREGON STATE HIGHWAY DIVISION

PRO 6

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 13, 1976

Mr. A.J. Drews, Mayor
City of Cave Junction
P.O. Box F
Cave Junction, OR 97523

RECEIVED
COUNTY & CITY SECTION
SEP 17 1976
☐ ENGR. ☐ COOR. ☑ DE ☒ AE ☐ UE
☑ DPE ☒ CE ☒ RE ☒ RPE ☐

Dear Mr. Drews:

Our Salem Office is making preparation to go to the Oregon Transportation Commission for approval of your Safer Off-System Roads Program Project.

Your Consultant has provided this office with a preliminary cost estimate of $100,900 for four streets - South Hussey Ave., Kerby Ave., Schumacher Street and Sawyer Ave.

As you know, the new guidelines for this program calls for a maximum project of $75,000. This includes 86% federal funds and 14% local matching funds. Also, we note that Kerby Avenue does not connect to any of the other three roadways. This is a requirement for this program.

Please consider these two factors and possibly with the aid of your Consultant advise which of the roadways will remain in the project.

If you have any questions, contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
By REGIONAL FEDERAL AID ENGINEER
GLEN L. CLARK
Regional Federal-Aid Engineer

PROJECT MANAGER
SEP 16 '76
REFER TO
FOR
Info
Investigate
R/D
Action
File
Letter
See me

GC/slc

cc: L.W. Rulien ✓
George Thornton
Ron Busey

8896

Ruben - Cave Jct OSR

Cave Junction

# OREGON STATE HIGHWAY DIVISION

PRO 6

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. A.J. Drews, Mayor
City of Cave Junction
P.O. Box F
Cave Junction, OR 97523

August 30, 1976

Dear Mr. Drews:

This will acknowledge your letter of August 26, 1976, advising this office that you wish to pursue your Safer Off-System Roads Project No. OS-1701(1) in light of current funding possibilities.

Since notifying you of this possible funding, the ratio of federal funds to local match has changed in the State of Oregon, in your favor. The previous 78/22 has now been changed to 86/14. The City would be required to fund only 14% of the project cost (up to the maximum project of $75,000), and the federal share would be 86%.

The Program Management Section is being advised of your interest in pursuing this project.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien ✓
George Thornton
Ron Busey

RECEIVED
COUNTY & CITY SECTION
SEP - 2 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE

PROJECT MANAGEMENT
SEP - 2 '76
REFER TO:
FOR
Info | Investigate | R/D | Action ✓ | File | Letter | See me

City of Cave Junction
P. O. BOX F
CAVE JUNCTION, OREGON 97523

August 26, 1976

Mr. Glen L. Clark
Regional Federal Aid Engineer
Region 3
P.O. Box 1128
Roseburg, Oregon 97470

Re: Off-Systems Road Program Project No. OS-1701(1), City of Cave Junction.

Dear Mr. Clark:

With reference to your letter dated August 19, regarding this program, I would like to inform you that the City of Cave Junction is very interested in participating in the program this year.

Yours truly,

A.J. Drews
Mayor

8896

Rulien
Cave Jct.
503

PRO 6

# OREGON STATE HIGHWAY DIVISION

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 19, 1976

Ms. Edith M. Clarke
City Recorder
City of Cave Junction
P. O. Box F
Cave Junction, OR 97523

Dear Ms. Clarke:

This is to advise you that your Off-System Roads Program Project No. OS-1701(1) is now being considered for funding, but there are some new guidelines to which you should be acquainted.

Due to the fact that Congress reduced the appropriation for this program in the 1976 Federal Highway Act, the maximum project will be limited to $75,000 each. This includes 78% federal and 22% local matching funds. You will recall that the previous maximum was $100,000. It will be possible to have a larger project, but the excess will be a 100% local contribution.

Also, the local agency will now be required to provide the local match funds within 60 days after federal approval of the project.

If you wish to pursue your Off-System Roads Project under these new constraints, please advise this office.

Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

GC/slc

cc: L.W. Rulien
George Thornton

NOTED
D. E. SWAN

PROJECT MANAGEMENT
AUG 23 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

9876

Rulien
PRO 6

Officially rec'd 12/23/75

# OREGON STATE HIGHWAY DIVISION

## REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 22, 1976

Ms. Edith M. Clarke
City Recorder
City of Cave Junction
P. O. Box F
Cave Junction, OR 97523

Dear Ms. Clarke:

Mr. Flatebo has sent the additional information requested by this office in our letter of December 18, 1975, concerning your application for an Off-System Roads Program project.

By a copy of this letter your application is being forwarded to the Project Management Section for placement on the project list awaiting funding. As explained in my letter of December 4, 1975, there are no funds available at this time. The Federal Congress has not enacted a Federal Highway Act as of this writing.

When additional information is available, you will be advised.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

RECEIVED
COUNTY & CITY SECTION
JAN 26 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

GLC/dt

cc: L. W. Rulien
George Thornton
Torleiv Flatebo

NOTED
D. E. SIVAN

PROJECT MANAGEMENT
JAN 23 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

RECEIVED
COUNTY & CITY SECTION
JAN 26 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Rev. 10/29/75

County Road 12/23/75

## COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Josehpine FAS No. _____ Date 12-9-1975
County Road Name City Streets, City of Cave Junction
Section Name Sec 21-T39S-R8W
Type of Project Upgrading & Paving city streets
Location of Project (Attach sketch map) Within city limits, Cave Junction
ADT Unknown Design Speed Commercial Area

Is this request for county bridge design only? Yes _____ No no
county FAS bridge design? Yes _____ No no
Will County hire consultant for this project? Yes _____ No no - city

### I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type 2" AC
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width 36' & 28' (see tabulation)

2. Shoulders: Type Curb & Gutter
(AC, Pug Cold Mix, Oil Mat)
Width Each Side _____ Total Top Width _____

3. Grading and Drainage:
By County _____ County Date of Completion _____ By Contract X

4. Bottom Base Course:
By County _____ County Date of Completion _____ By Contract X
Has base design been given to County? Yes _____ No X
Will it be furnished? Yes X No _____

5. Leveling Course:
By County _____ County Date of Completion _____ By Contract X

6. Binder Course:
By County _____ County Date of Completion _____ By Contract X

7. Traveled Surface and Shoulders:
By County _____ County Date of Completion _____ By Contract X

8. Clearing:
By County _____ County Date of Completion _____ By Contract NONE

9. Curbs:
Curbs Required? Yes X No _____
Type Desired Concrete OSH standard 6"x6"x18"
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs 36' or 28'

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Sidewalk Yes X No_____
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway_____ ft.
What type of surface treatment is desired PCC
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes X No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No X
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes X No_____
BOXCULVERT

12. Will replacement be by: County_____ Contract X
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes_____ No X

14. Will County adjust structure to additional width? Yes_____ No X

15. Will adjusted width be standard? Yes X No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No X

17. Does County wish sight posts installed? Yes_____ No X

18. Does County wish State to permanently stripe project? Yes_____ No X

19. Will County do striping? Yes X No_____

20. Does County wish guardrail installed? Yes_____ No X
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No X
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes X No_____

23. Can through traffic be detoured? Yes X No_____

24. Must new detour be constructed? Yes_____ No X

25. Will detour be constructed and maintained by County? Yes_____ No X

26. Will detour be constructed & maintained by Contractor? Yes_____ No X

27. Will County sign project outside work area during construction? Yes_____ No_____

28. Will Contractor sign project outside work area during construction? Yes X No_____

29. Should contract provide for permanent signing? Yes_____ No X

30. Should State do permanent signing? Yes_____ No X

31. Will traffic signals be required? Yes_____ No X
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain_____

33. Existing facility - Total top width 36
Travelway width and surface 24 , _____
Shoulder width and surface 12 & 12 , _____

Remarks re Section I:_____

## II. BRIDGE PROJECT DATA

1. Name of river or stream_____

2. Name of bridge_____

3a. Dimensions of existing bridge. Length_____ Roadway Width_____ Type_____
b. Dimensions of existing approaches. Type_____ Width_____ Shoulders_____

4. Type of design and material used in existing bridge._____

5. Location (please attach map with location marked):_____
Section_____ Township_____ Range_____ W.M.

6. Desired width of proposed bridge_____ Approx. length_____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes__x__ No_____
Upstream_____Downstream_____Width__4'____

8. Does County wish a particular type of bridge design? Yes_____ No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)_____

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No_____
Explain_____

10. Foundation Testing: By County? Yes_____ No_____
By State? Yes_____ No_____

11. Will County close road during construction? Yes_____ No_____

12. Can presently established road be used as detour? Yes_____ No_____

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be constructed & maintained by County: Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction? Yes_____ No_____

17. Will Contractor sign project outside work area during construction? Yes_____ No_____

18. Approaches or Connections: By County? Yes_____ No_____
By Contractor? Yes_____ No_____

Traveled surface: Type_____ Width_____
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes_____ No_____

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County_____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No_____ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____
c. Storm sewer: Yes_____ No_____ Size_____
Company_____
d. Gas mains: Yes_____ No_____ Size_____
Company_____
e. Power lines: Yes_____ No_____ Size_____
Company_____
f. Telephone lines: Yes_____ No_____ Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No_____

25. Does County wish lightpost bases and conduit installed? Yes_____ No_____

26. Does County wish complete job of illumination in project? Yes_____ No_____

27. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

28. Existing roadway on either side of bridge:

N or E Side - Travelway surface and width _____, _____

Shoulder surface and width _____, _____

S or W Side - Travelway surface and width _____, _____

Shoulder surface and width _____, _____

Remarks re Section II: _____

_____

_____

_____

## III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:

By State? Yes_____ No_____

By Consultant? Yes_____ No_____

By County? Yes_____ No_____

(NOTE: a. If project is cancelled, County must pay for survey.
b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes_____ No_____

3. Construction plans and specifications to be prepared:

By State? Yes_____ No_____

By Consultant? Yes X No_____

By County? Yes_____ No_____

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No X

(NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: _____

_____

_____

_____

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 60' Minimum 60'

2. Is any additional right of way needed? Yes_____ No no
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes_____ No_____

4. Should State negotiate and acquire right of way in behalf of County? Yes_____ No_____

5. Should State prepare options? Yes_____ No_____

6. Should material source site be included in right-of-way descriptions? Yes_____ No_____

7. Is there any merchantable timber on right of way? Yes_____ No_____

8. Will timber be reserved for owner? Yes_____ No_____
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No_____
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes_____ No_____
If yes, give type and name of utility company:_____

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes X No_____
If yes, give type and name of utility company: City

13. Are utilities on existing right of way by permit_____ or by franchise none
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes_____ No XX
If yes, give name of irrigation company or district_____
and dates between which water can be turned off: From_____
To_____

15. Are there any railroad crossings? Yes_____ No X

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance:_____(Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade____ Overcrossing____ Undercrossing_____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop Signs_____
Crossbucks_____ Automatic bell_____ Gates_____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing date? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X

Remarks re Section IV:_____
_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel X Quarry _____ Cinders _____
2. Owner: County _____ State _____ Private X Other _____
3. Location: River Section 21 Township 39S Range 8W W.M.
4. If County lease, what are royalty payments? _____
5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Aggregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V: _____

VI. FINANCIAL DATA

1. Estimated Cost: $ 100.900.-
2. Available FAS Funds $ _____
3. Does County wish advancement of future Federal funds? Yes X No _____
   Amount _____
4. Date match money is available Spring 1976
5. Will there be any 100% County money? Yes _____ No _____
6. Maximum amount of 100% County money available: $ _____
7. Date County request letting: June 1, 1976

Remarks re Section VI: _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement _____ Office
2. Environmental _____ Office
3. Public Hearing _____ Office

Remarks re Section VII: _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By _____
~~County Judge or Comm.~~ Chairman

By _____
~~County Commissioner~~ City Treasurer.

By _____
~~County~~ Commissioner

By _____
~~County~~ Engineer of Roadmaster

~~County~~ City _____

Date _____

# 1976 PRELIMINARY STREET IMPROVEMENT SCHEDULE

| No.: | Street: | Location: | Length: | Type of Work: | Width: |
|---|---|---|---|---|---|
| 1 | South Hussey Ave | From Lister To Watkins | 1200' | Curb & Gutter 36' Asph Pavm | 36' |
| 2 | Kerby Ave | From Palmer To Lister | 200' | Asph Pavem Curb & Gutter | 28' |
| 3 | Schumacher Street | From Hussey To Sawyer | 800' | Curb & Gutter Asph Pavem | 28' |
| 4 | Sawyer Ave | From Lister To Schumacher | 750' | Curb & Gutter Asph Pavem | 28' |

63,000
6000
69,000
7000
76,000

Estimated

10% Conti

10% Engin

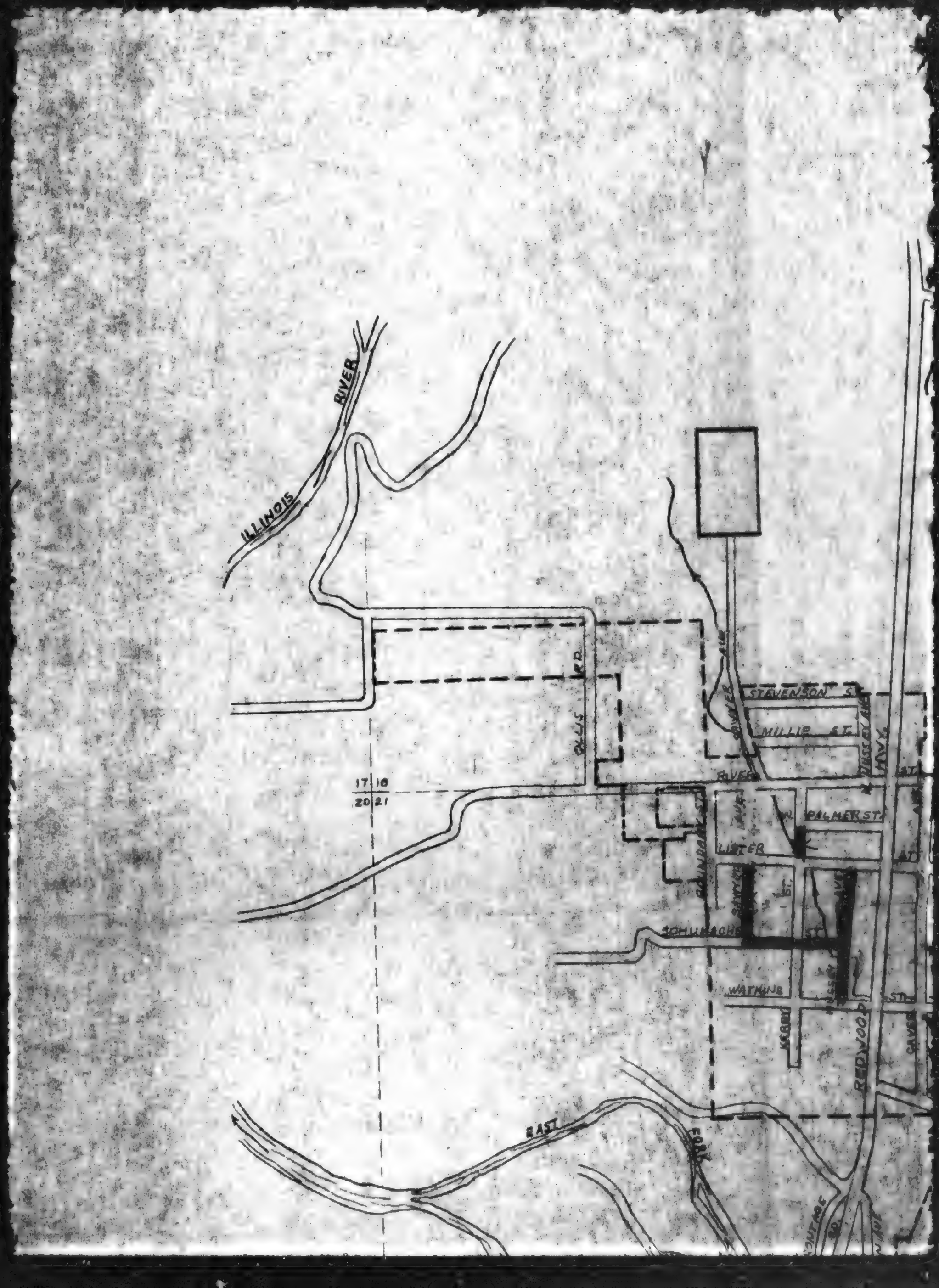
Total Pro

PRELIMINARY STREET IMPROVEMENT SCHEDULE

| Location: | Length: | Type of Work: | Width: | Extra: | Aproximate Cost: |
|---|---|---|---|---|---|
| From Lister To Watkins | 1200' | Curb & Gutter 36' Asph Pavm | 36' | Boxculvert 6" Waterm | $45.000.- |
| From Palmer To Lister | 200' | Asph Pavem Curb & Gutter | 28' | 6"Waterm | ~~$5.500.-~~ |
| From Hussey To Sawyer | 800' | Curb & Gutter Asph Pavem | 28' | none | $18.000.- |
| From Lister To Schumacher | 750' | Curb & Gutter Asph Pavem | 28' | none | ~~$15.900.-~~ |

63,000
6000
69,000
7000
76,000

| | |
|---|---|
| Estimated Constr Cost | $83.900.- |
| 10% Contingency | 8.000.- |
| | $91.900.- |
| 10% Engineering, Admin | $9.000.- |
| Total Project Cost | $100.900.- |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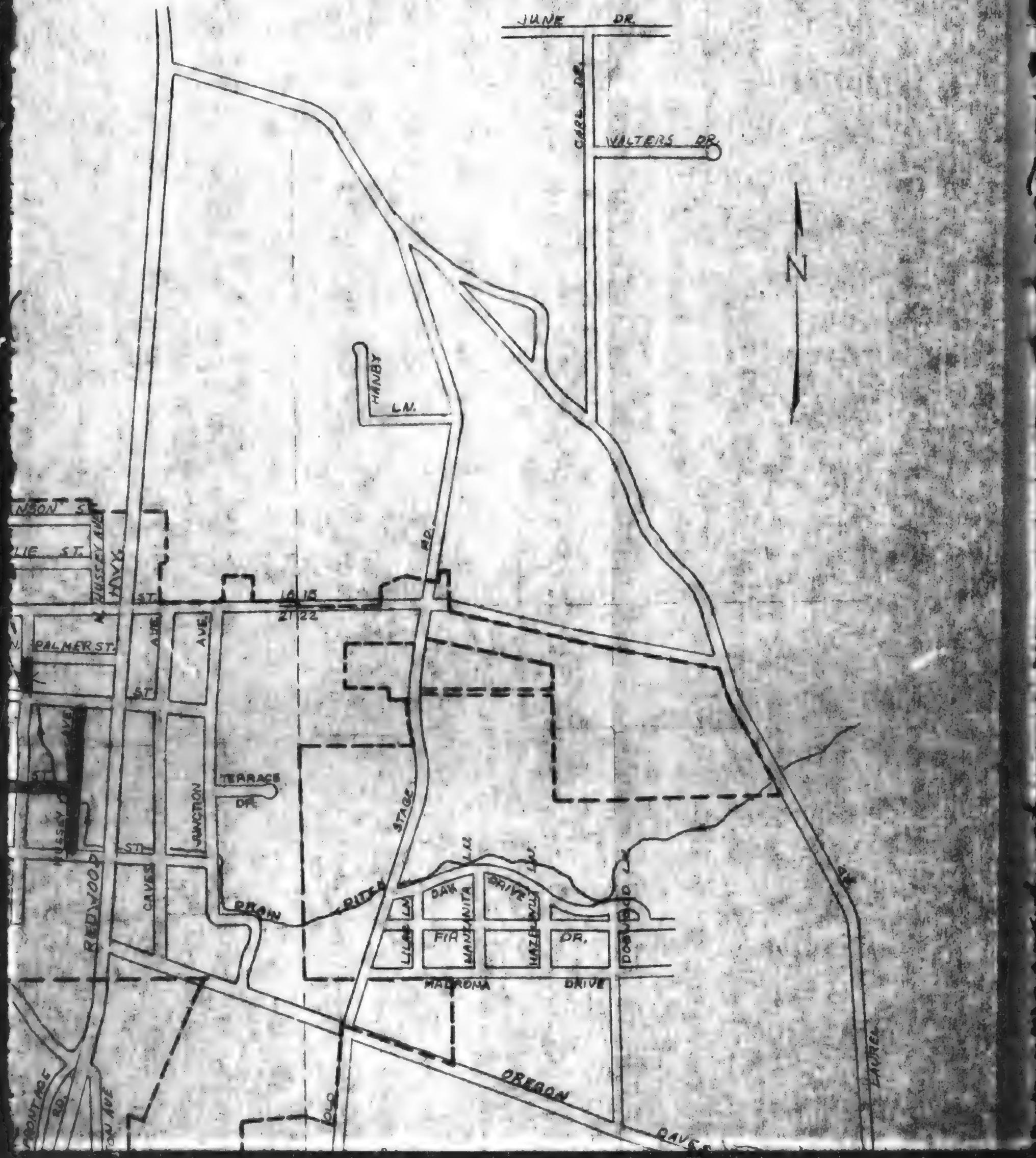
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REDWOOD
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OAK DRIVE
LILAC LN.
FIR
MANZANITA
MADRONA DRIVE
DOGWOOD
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MOUNTAIN RD.
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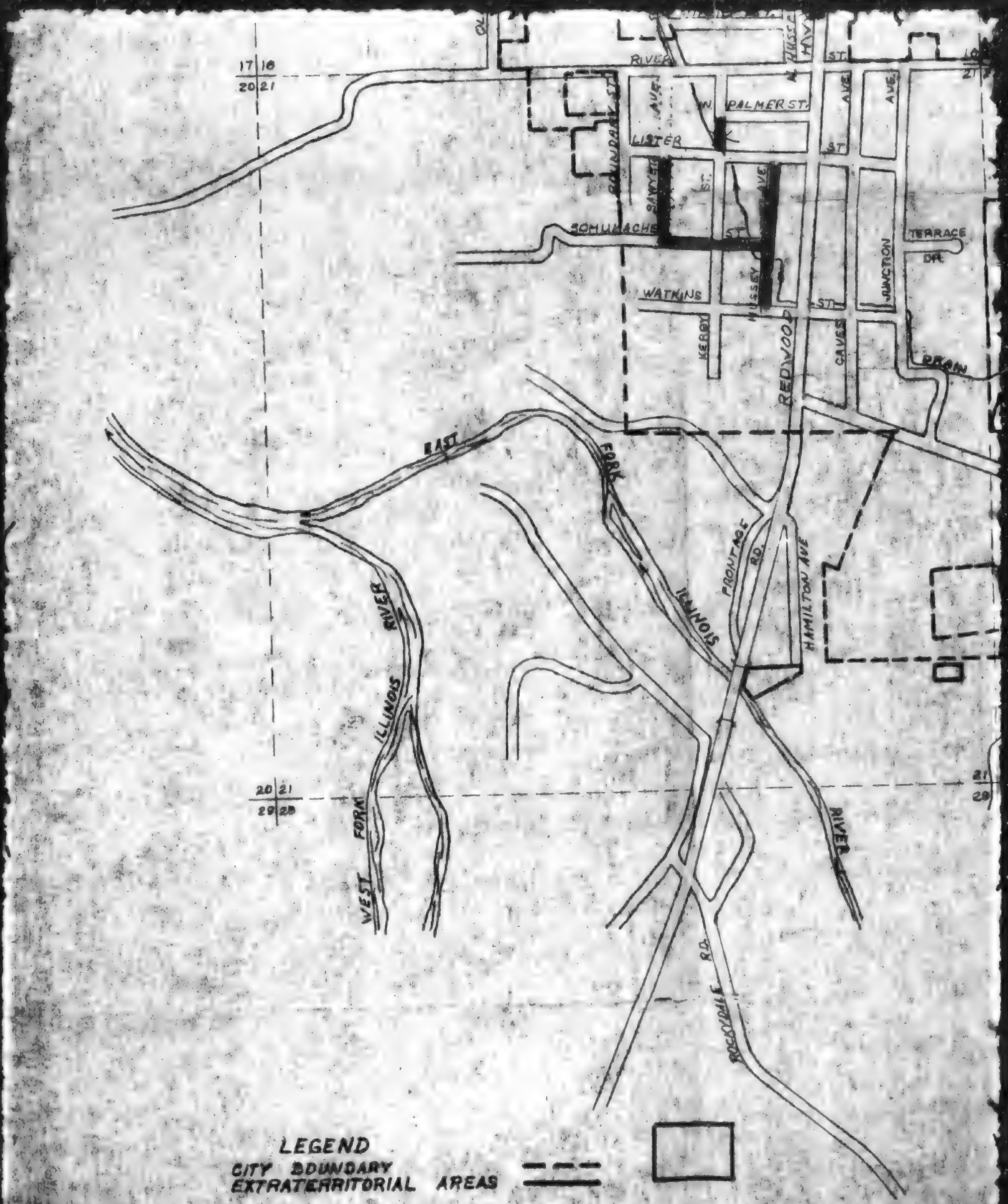
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CAVES
JUNCTION
DRAIN
REDWOOD
HAMILTON AVE
EAST
FORK
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FRONTAGE
RD.
ILLINOIS RIVER
20 21
29 28
WEST FORK
RIVER
RD.
LEGEND
CITY BOUNDARY
EXTRATERRITORIAL AREAS

ROSEBURG REGION
RECEIVED
JAN 22 1976

| | | | | |
|---|---|---|---|---|
| RE | RME | RCE | ROE | TE |
| RUE | DES | RSR | FILE | |
| ENV | FAE | RBI | | |


# CAVE JUNCTION

JOSEPHINE COUNTY, OREGON

T. 38S., R. 8W. W.M.

DECEMBER 3, 1974

SCALE 1" = 1000'

9796

Rulien

PRO 6

OSR
Cave Jct

# OREGON STATE HIGHWAY DIVISION

## REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 18, 1975

Ms. Edith M. Clarke
City Recorder
City of Cave Junction
P. O. Box F
Cave Junction, OR 97523

Dear Ms. Clarke:

This will acknowledge your letter of December 15, 1975, forwarding your formal application and environmental assessment for an Off-System Roads Program project.

We must ask for a map showing the sections of roadways that are included in your $100,900 estimate. We cannot make the lengths and dollars fit from your 1976 street improvement schedule. Please have your consultant supply a map and a breakdown of costs by streets.

By a copy of this letter, your assessment is being given to Mr. Eb Engelmann, Regional Environmentalist, for review. He may be contacting you directly if he has any questions.

Your application is again being held in this office pending receipt of the additional information.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

By GLEN L. CLARK
Regional Federal-Aid Engineer

RECEIVED
COUNTY & CITY SECTION
DEC 22 1975

PROJECT ENGR. DESIGN CONST. R/W TRAF. AE UC
UPE CE RE MPE

DEC 22 1975

GLC/dt

cc: L. W. Rulien
George Thornton
Ron Busey
Eb Engelmann
Torliev Flatebo

# City of Cave Junction

P. O. BOX F

CAVE JUNCTION, OREGON 97523

December 15, 1975

Mr. Glen L. Clark
Regional Federal -Aid Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Clark:

Enclosed for your review is the City of Cave Junction's application for federal aid for off-street funding projects.

We are also enclosing a copy of the preliminary cost schedule and a map indicating the streets involved in the request.

If you have any further questions concerning this matter, please do not hesitate to give me a call at Cave Junction 592-2156.

Sincerely,

Edith M. Clarke

Edith M. Clarke
City Recorder

EMC:da
enclosures

RECEIVED
COUNTY & CITY SECTION
DEC 23 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Rev. 10/29/75

# COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Josehpine FAS No. _____ Date 12-9-1975
County Road Name City Streets, City of Cave Junction
Section Name Sec 21-T39S-R8W
Type of Project Upgrading & Paving city streets
Location of Project (Attach sketch map) Within city limits, Cave Junction
ADT Unknown Design Speed Commercial Area

Is this request for county bridge design only? Yes _____ No no
county FAS bridge design? Yes _____ No no
Will County hire consultant for this project? Yes _____ No no - city

## I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type 2" AC
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width 36' & 28' (see tabulation)

2. Shoulders: Type Curb & Gutter
(AC, Pug Cold Mix, Oil Mat)
Width Each Side _____ Total Top Width _____

3. Grading and Drainage:
By County _____ County Date of Completion _____ By Contract X

4. Bottom Base Course:
By County _____ County Date of Completion _____ By Contract X
Has base design been given to County? Yes _____ No X
Will it be furnished? Yes X No _____

5. Leveling Course:
By County _____ County Date of Completion _____ By Contract X

6. Binder Course:
By County _____ County Date of Completion _____ By Contract X

7. Traveled Surface and Shoulders:
By County _____ County Date of Completion _____ By Contract X

8. Clearing:
By County _____ County Date of Completion _____ By Contract NONE

9. Curbs:
Curbs Required? Yes X No _____
Type Desired Concrete OSH standard 6"x6"x18"
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs 36' or 28'

RECEIVED
COUNTY & CITY SECTION
DEC 23 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
DEC 1 1975

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Sidewalk Yes X No_____
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway_____ ft.
What type of surface treatment is desired PCC
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes X No_____
What type of separation from roadway will be used?_____
_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No X
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes X No_____
BOXCULVERT

12. Will replacement be by: County_____ Contract X
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes_____ No X

14. Will County adjust structure to additional width? Yes_____ No X

15. Will adjusted width be standard? Yes X No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No X

17. Does County wish sight posts installed? Yes_____ No X

18. Does County wish State to permanently stripe project? Yes_____ No X

19. Will County do striping? Yes X No_____

20. Does County wish guardrail installed? Yes_____ No X
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No X
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes X No_____

23. Can through traffic be detoured? Yes X No_____

24. Must new detour be constructed? Yes_____ No X

25. Will detour be constructed and maintained by County? Yes_____ No X

26. Will detour be constructed & maintained by Contractor? Yes_____ No X

27. Will County sign project outside work area during construction? Yes_____ No X

28. Will Contractor sign project outside work area during construction? Yes X No_____

29. Should contract provide for permanent signing? Yes_____ No X

30. Should State do permanent signing? Yes_____ No X

31. Will traffic signals be required? Yes_____ No X
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain_____

33. Existing facility - Total top width 36
Travelway width and surface 24 , _____
Shoulder width and surface 12 & 12 , _____

Remarks re Section I:_____

## II. BRIDGE PROJECT DATA

1. Name of river or stream_____

2. Name of bridge_____

3a. Dimensions of existing bridge. Length_____ Roadway Width_____ Type_____
b. Dimensions of existing approaches. Type_____ Width_____ Shoulders_____

4. Type of design and material used in existing bridge._____

5. Location (please attach map with location marked):_____
Section_____ Township_____ Range_____ W.M.

6. Desired width of proposed bridge_____ Approx. length_____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes__x__ No_____
Upstream_____Downstream_____Width__4'____

8. Does County wish a particular type of bridge design? Yes_____ No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)_____

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No_____
Explain_____

10. Foundation Testing: By County? Yes_____ No_____
By State? Yes_____ No_____

11. Will County close road during construction? Yes_____ No_____

12. Can presently established road be used as detour? Yes_____ No_____

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be constructed & maintained by County: Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction? Yes_____ No_____

17. Will Contractor sign project outside work area during construction? Yes_____ No_____

18. Approaches or Connections: By County? Yes_____ No_____
By Contractor? Yes_____ No_____

Traveled surface: Type_____ Width_____
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes_____ No_____

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County_____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No_____ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____
c. Storm sewer: Yes_____ No_____ Size_____
Company_____
d. Gas mains: Yes_____ No_____ Size_____
Company_____
e. Power lines: Yes_____ No_____ Size_____
Company_____
f. Telephone lines: Yes_____ No_____ Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No_____

25. Does County wish lightpost bases and conduit installed? Yes_____ No_____

26. Does County wish complete job of illumination in project? Yes_____ No_____

27. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

28. Existing roadway on either side of bridge:

N or E Side - Travelway surface and width _____, _____

Shoulder surface and width _____, _____

S or W Side - Travelway surface and width _____, _____

Shoulder surface and width _____, _____

Remarks re Section II: _____

_____

_____

_____

## III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:

By State? Yes_____ No_____

By Consultant? Yes_____ No_____

By County? Yes_____ No_____

(NOTE: a. If project is cancelled, County must pay for survey.
b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes_____ No_____

3. Construction plans and specifications to be prepared:

By State? Yes_____ No_____

By Consultant? Yes X No_____

By County? Yes_____ No_____

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No X

(NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: _____

_____

_____

_____

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

## IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 60' Minimum 60'

2. Is any additional right of way needed? Yes_____ No no
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes_____ No_____

4. Should State negotiate and acquire right of way in behalf of County? Yes_____ No_____

5. Should State prepare options? Yes_____ No_____

6. Should material source site be included in right-of-way descriptions? Yes_____ No_____

7. Is there any merchantable timber on right of way? Yes_____ No_____

8. Will timber be reserved for owner? Yes_____ No_____
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No_____
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes_____ No_____
If yes, give type and name of utility company:_____

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes X No_____
If yes, give type and name of utility company: City

13. Are utilities on existing right of way by permit_____ or by franchise none
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes_____ No XX
If yes, give name of irrigation company or district_____
and dates between which water can be turned off: From_____
To_____

15. Are there any railroad crossings? Yes_____ No X

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance:_____(Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade____ Overcrossing____ Undercrossing_____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop Signs_____
Crossbucks_____ Automatic bell_____ Gates_____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing date? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X

Remarks re Section IV:_____
_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel X Quarry _____ Cinders _____
2. Owner: County _____ State _____ Private X Other _____
3. Location: River Section 21 Township 39S Range 8W W.M.
4. If County lease, what are royalty payments? _____
5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Aggregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V: _____

VI. FINANCIAL DATA

1. Estimated Cost: $ 100.900.-
2. Available FAS Funds $ _____
3. Does County wish advancement of future Federal funds? Yes X No _____
   Amount _____
4. Date match money is available Spring 1976
5. Will there be any 100% County money? Yes _____ No _____
6. Maximum amount of 100% County money available: $ _____
7. Date County request letting: June 1, 1976

Remarks re Section VI: _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement _____ Office
2. Environmental _____ Office
3. Public Hearing _____ Office

Remarks re Section VII: _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By _____
~~County Judge of Comm.~~ Chairman

By _____ Mayor
~~County Commissioner~~ City Recorder

By _____
~~County~~ Commissioner

By _____
~~County~~ Engineer of Roadmaster

~~County~~ City _____

Date _____

# 1976 PRELIMINARY Street Improvement Sch

| Priority No. | Street | Location | Approx. Length | Type of Work | Width |
|---|---|---|---|---|---|
| 1 | So. Hussey | From: LISTER<br>To: WATKINS | 1200' | Curb & Gutter<br>Asph Pavm. | 36' |
| 2 | KERBY | From: PALMER<br>To: South End | 2150' | Curb & Gutter<br>Asph. Pavm. | 28' |
| 3 | SCHUMACHER | From: Hussey<br>To: SAWYER | 800' | Curb & Gutter<br>Asph Pavm. | 28' |
| 4 | SAWYER | From: Schumacher<br>To: LISTER | 750' | Curb & Gutter<br>Asph. Pavm. | 28' |
| 5 | WATKINS | From: Redwood Hwy.<br>To: KERBY | 600' | Curb & Gutter<br>Asph. Pavm. | 36' |

Total Cons

20% Contin

10% Engine

Project C

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COUNTY & CITY SECTION
DEC 23 1975
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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

# 76 PRELIMINARY STREET IMPROVEMENT SCHEDULE

| | Location | Approx. Footage | Type of Improvement | Width | Appurtenant Work | Approximate Cost |
|---|---|---|---|---|---|---|
| | From: LISTER<br>To: WATKINS | 1200' | Curb & Gutter<br>Asph. Pavm. | 36' | Box Culvert-<br>Watermain | 70,000.- |
| | From: PALMER<br>To: South End | 2150' | [illegible]<br>Asph. Pavm. | 28' | [illegible] | 49,000.- |
| ER | From: HUSSEY<br>To: SAWYER | 800' | Curb & Gutter<br>Asph. Pavm. | 28' | None | 18,000.- |
| | From: Schumacher<br>To: LISTER | 750' | Curb & Gutter<br>Asph. Pavm. | 28' | None | 16,875.- |
| | From: Redwood Hwy.<br>To: KERBY | 600' | Curb & Gutter<br>Asph. Pavm. | 36' | Watermain | 2,000.- |

Total Const Cost = 154,875.-
20% Contingency = 31,000.-
= 185 875.-
10% Engineering = 18,600.-
Project Cost = 204,475.-

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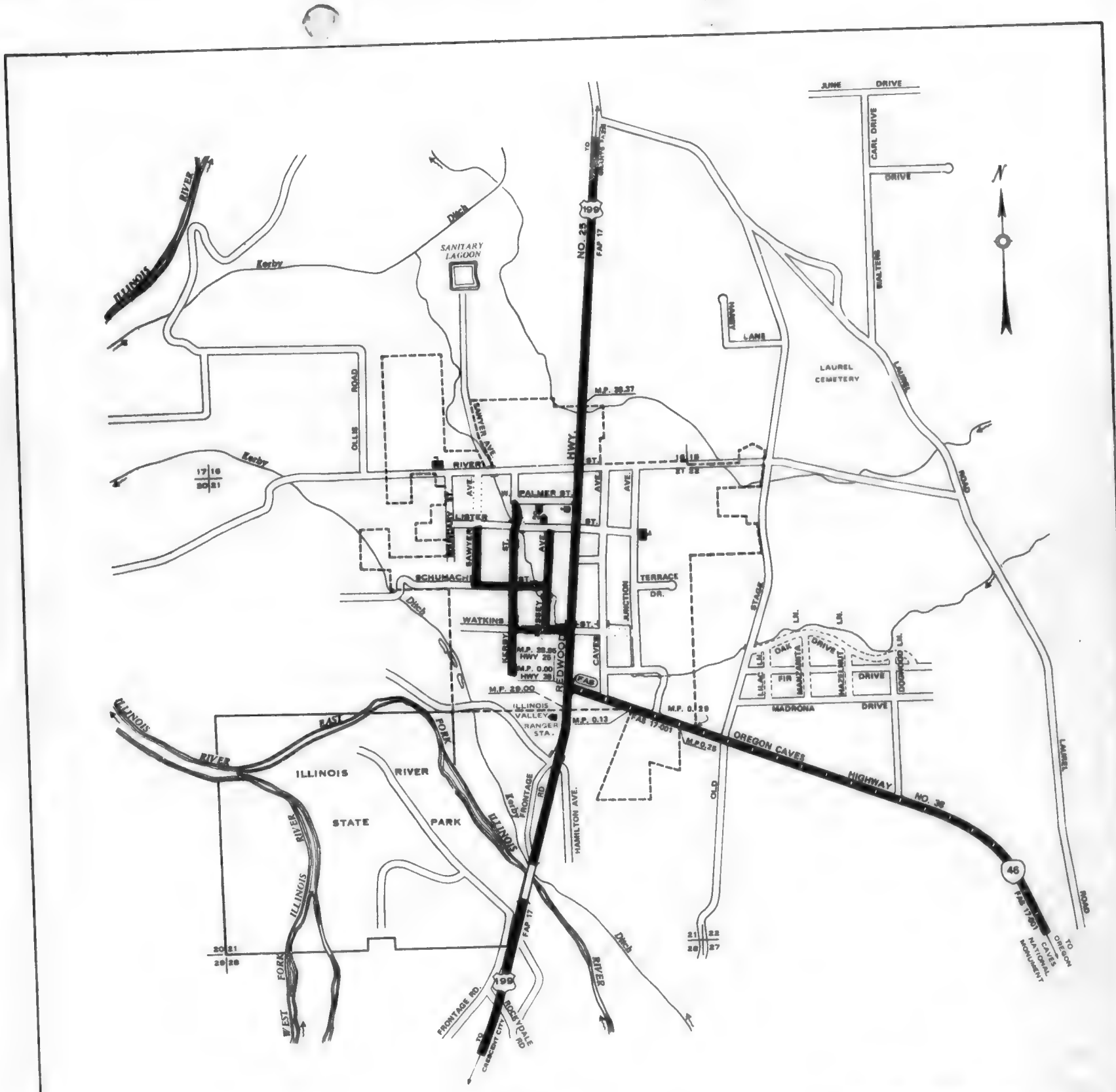
[illegible] 1975




T. 39S., R. 8W., W.M.

# CAVE JUNCTION

## JOSEPHINE COUNTY, OREGON

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM - COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY - NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R DEPOT
- CITY LIMITS
- PUBLIC BLDG
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Scale in Feet

Population 445

Revised March 1973

7270

CSR Cave Rulien
PRO 6

# OREGON STATE HIGHWAY DIVISION

## REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

Ms. Edith M. Clarke
City Recorder
City of Cave Junction
P. O. Box F
Cave Junction, OR 97523

December 4, 1975

RECEIVED
COUNTY & CITY SECTION
DEC 8 1975
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Dear Ms. Clarke:

This will acknowledge your letter of December 3, 1975, submitting a preliminary application in letter form for an Off-System Roads Project for reconstruction of four sections of city streets in Cave Junction. You also advise that Mr. T. Flatebo, consulting engineer, Medford, is retained by the City of Cave Junction.

This office has been in telephone contact with Mr. Flatebo and he has been supplied with the required forms and procedures for making formal application for a federal-aid project on the Off-System Roads Program. In the event these were not received, I am enclosing another copy of the application and environmental assessment forms which should be completed and returned to this office. The application must be signed as indicated on Page 10.

As you may know, there are no Off-System Roads Program funds available at this time. This program was funded for one year and Oregon's allocation of $4.6 million has been tentatively assigned 25 projects which were requested earlier. A waiting list composed of project requests received after the first 25 exists. Projects are added to this list on a first-come-first-served basis.

If Congress funds this program for another year, then projects on this waiting list will be funded as far as the monies will reach. When your formal application is received, Cave Junction's project will go on the waiting list.

Whether or not Congress will extend the program should be known after the first of the year.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER
DEC 5 1975

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt
Enclosures

cc: L. W. Rulien
George Thornton
T. Flatebo

# City of Cave Junction

P. O. BOX F

CAVE JUNCTION, OREGON 97523

December 3, 1975

Mr. Glen L. Clark
Reginonal Federal-Aid Engineer
Oregon State Highway Division
Roseburg, Oregon 97470

Re: PRELIMINARY APPLICATION - FEDERAL AID FOR STREET WORK-CAVE JUNCTION

Dear Mr. Clark:

This is an application for federal aid for street improvement in 1976 for the City of Cave Junction.

Attached is a map showing the streets scheduled for improvement in this project. These streets are:

1. Hussey Avenue
2. Schumacher Street
3. Sawyer Avenue, between Lister Street and Schumacher Street
4. Kerby Avenue, between Lister Street and Palmer Street

Also attached is a schedule showing work to be done and the preliminary cost.

Cave Junction has retained T. Flatebo, Consulting Engineer as the City Engineer on a long standing agreement.

The proposed project is widening and upgrading of existing streets. No new right-of-way is required, and it does not appear to have any adverse affect on the environment.

The City of Cave Junction is also prepared to furnish the 22% matching funds.

Mr. Flatebo advised us that he can handle design and construction in the 1976 season, providing we will know the outcome of the application no later than April 15, 1976.

Should you need any additional information or have some questions, please let us know.

Sincerely,

Edith M. Clarke

Edith M. Clarke
City Recorder

EMC:da
enclosures

# 1976 PRELIMINARY STREET IMPROVEMENT SCHEDULE

| No.: | Street: | Location: | Length: | Type of Work: | Width: | Extra: |
|---|---|---|---|---|---|---|
| 1 | South Hussey Ave | From Lister To Watkins | 12oo' | Curb & Gutter 36' Asph Pavm | 36' | Boxcul 6" Wat |
| 2 | Kerby Ave | From Palmer To Lister | 200' | Asph Pavem Curb & Gutter | 28' | 6"Wate |
| 3 | Schumacher Street | From Hussey To Sawyer | 800' | Curb & Gutter Asph Pavem | 28' | none |
| 4 | Sawyer Ave | From Lister To Schumacher | 750' | Curb & Gutter Asph Pavem | 28' | none |

Estimated Constr

10% Contingency

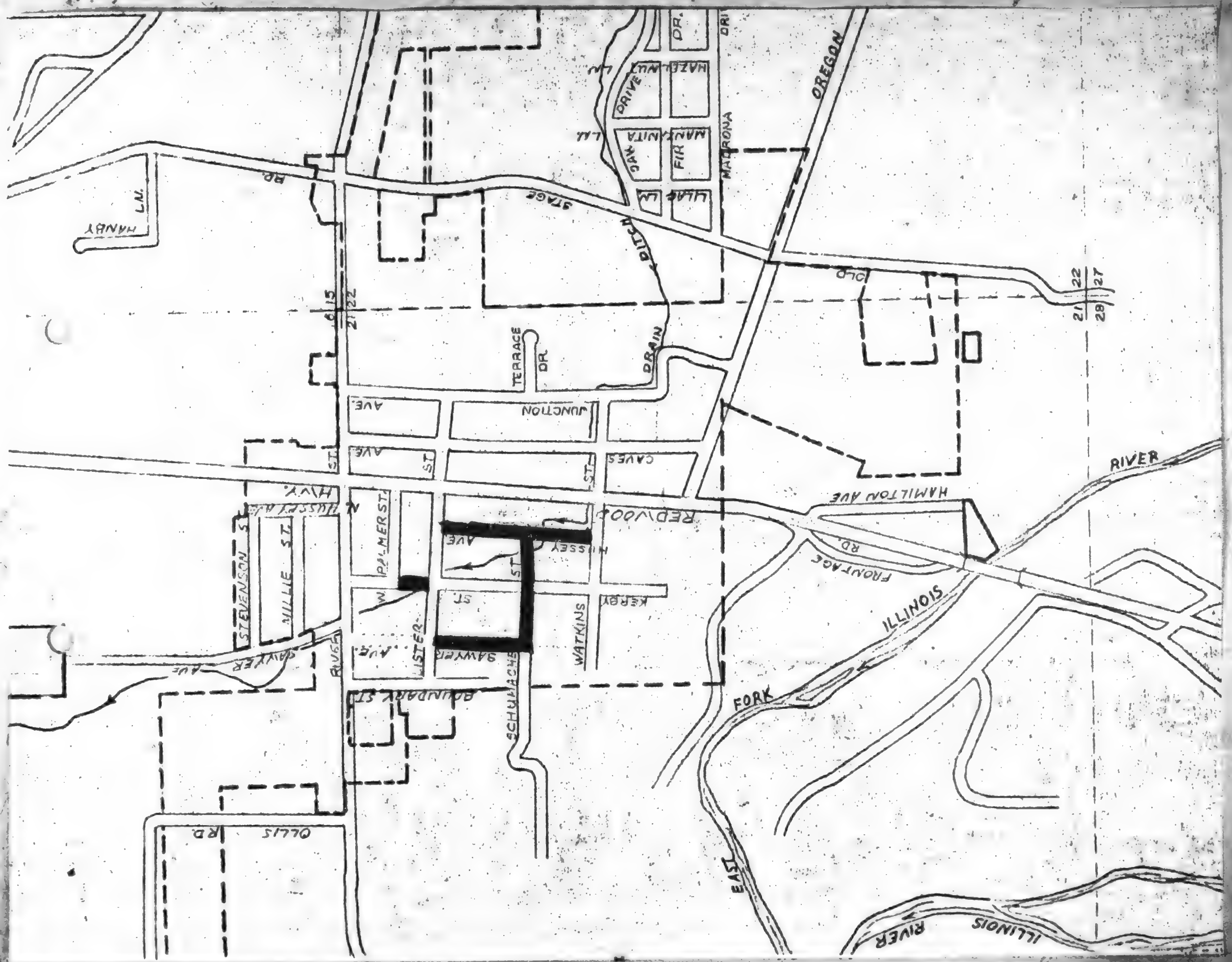
10% Engineering,

Total Project Cos

## 76 PRELIMINARY STREET IMPROVEMENT SCHEDULE

| Location: | Length: | Type of Work: | Width: | Extra: | Aproximate Cost: |
|---|---|---|---|---|---|
| From Lister To Watkins | 12oo' | Curb & Gutter 36' Asph Pavm | 36' | Boxculvert 6" Waterm | $45.000.- |
| From Palmer To Lister | 200' | Asph Pavem Curb & Gutter | 28' | 6"Waterm | $5.500.- |
| From Hussey To Sawyer | 800' | Curb & Gutter Asph Pavem | 28' | none | $18.000.- |
| From Lister To Schumacher | 750' | Curb & Gutter Asph Pavem | 28' | none | $15.900.- |

| | |
|---|---|
| Estimated Constr Cost | $83.900.- |
| 10% Contingency | 8.000.- |
| | $91.900.- |
| 10% Engineering, Admin | $9.000.- |
| Total Project Cost | $100.900.- |


OREGON
MADRONA
DR.
DRIVE
HAZEL NUT
LN.
OAK
MANZANITA
FIR
LANE
LN.
STAGE
RD.
HANNAY
LN.
PITCH
DRAIN
TERRACE
DR.
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AVE.
JUNCTION
AVE.
ST.
CAVES
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HWY.
RUSSEY AVE.
STEVENSON ST.
WILLIE ST.
PALMER ST.
W.
AVE.
ST.
RUSSEY
ST.
KERBY
WATKINS
SCHUMACHER
SAWYER
AVE.
LISTER
SAWYER
AVE.
RUSS
BOUNDARY ST.
ELLIS
RD.
RED WOOD
HAMILTON AVE
RIVER
FRONTAGE
RD.
ILLINOIS
FORK
EAST
ILLINOIS
RIVER

Julien
PRO 6
Off-System

# OREGON STATE HIGHWAY DIVISION

## REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Ms. Edith M. Clarke
City Recorder
City of Cave Junction
P. O. Box F
Cave Junction, OR 97523

June 16, 1975

Dear Ms. Clarke:

This will acknowledge your letter of June 13, 1975, concerning the new off-system federal-aid program.

A new federal program has been announced and most of the details are contained in the interim procedural guidelines enclosed. These guidelines were developed between the Highway Division and the League of Oregon Cities and the Association of Oregon Counties. A copy of the Federal-Aid Highway Program Manual on this same subject is enclosed.

In general, this is a program to assist rural areas (not in urban or urbanized areas--urban defined as a city with over 5,000 population) to make their roads (not on any federal-aid system) safer and to withstand increased loads. The program provides 78% of the project cost with the balance (22%) provided by local funds. The state does not assist in the match monies, nor the preliminary or construction engineering. Consulting engineers will have to be retained in the majority of cases.

The funds for any one county cannot exceed $600,000. This provides for one $500,000 project for the county and the balance ($100,000) for the cities in the same county. Thus, the maximum single city project would be $100,000, provided no other cities made a request.

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COUNTY & CITY SECTION
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☑ UPE ☑ CE ☑ RE ☑ RPE ☐

PROJECT MANAGEMENT SECTION

| Routing | Action | Info |
|---|---|---|
| P.M. Engineer | | |
| Proj. Dev. Engr. | | |
| Office Engr. | | |
| County-City | | |
| Federal Aid | | |
| Inventory-Needs | | |
| Right of Way Control | | |
| Proj. Coordinator | | |

JUN 18 1975 Off System Recall
NOTED
D. E. Swan

? ! OK different way to approach I guess!!

Enclosed is a copy of the proper form on which to make application for a project (FAS-C). Also required is a project environmental assessment form completed by the city. These may seem overwhelming, but this office will work with you in the paperwork area.

If you have any questions, please contact this office for additional information.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt
Enclosures

cc: L. W. Rulien ✓
George Thornton

| | | |
|---|---|---|
| 1979 | Coast Fork Will. R. (Harri- son Ave.) Br. Sec. in Cottage Grove (Grade, pave & structure) | 6898 |

CRA 6109 6-23-77

Form 734-1065 8898

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by

Lane County
3040 N. Delta
Eugene, OR 97401

Attn: George Price, Co. Eng.

P

Date 1-26-82

Invoice No.

P.O. No.

Crew No.

Additional funds to be refunded to Lane County for Federal Aid Urban Project M-6560(1) Coast Fork Willamette River (Harrison Ave.) Bridge.

$ 29,327.20

Ref: CC 82-06

APPROVED ORIGINAL SIGNED BY D. E. SWAN

D. E. Swan, P.E.
Operation Programming Engineer

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

**OREGON STATE HIGHWAY DIVISION**

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 1-26-82 | CC 82-06 | | 320-1024-297 |

**BILL TO:** Code: _____

Lane County
3040 N. Delta
Eugene, OR 97401
Attn: George Price, County Engineer

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING Per Attached Itemized Statement: | | | |
| Federal Aid Urban Project M-6560(1) | | | |
| Coast Fork Willamette Riv.(Harrison Ave.) Bridge. | | | |
| City of Cottage Grove | | | |
| Agreement #6109 | | | |
| Contract #8898 | | | |
| TOTAL COST | | | $ 278,715.32 |
| Less Federal Funds | | | (245,114.46) |
| Less State Share | | | (16,428.06) |
| County Share | | | $ 17,172.80 |
| County's Advance Deposit | | | 55,000.00 |
| REFUND DUE COUNTY | | | $ 37,827.20 |

| | |
|---|---|
| Advance Deposit Amount | $ 55,000 |
| Advance Deposit Previously Transferred to Highway Fund | $ 46,500 |
| Balance | $ 8,500 |
| Transfer to Highway Fund | $ ---- |
| Refund Due | $ 8,500 |
| Partial or final request for billing | Final |
| Number of the previous request in connection with this service | CC 1995 |

Amount Due . . . . . $

Submitted by:
Gary E. Zehner
Gary E. Zehner

Approved:
D. E. Swan
D. E. Swan

SP*35716-734

Form 734-1191 (Rev 1-79)

OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** DATE: 1-25-82

COUNTY Lane Contract No. 8898 Date Completed 12-6-79

PROJECT # M-6560(1) Section Coast Fork Willamette Riv.(Harrison Ave.)Br.

**PAYMENTS TO CONTRACTOR**

| ITEM | TOTAL COST |
|---|---|
| Payment to Contractor | $ 268,965.74 |
| Deduct Retainage Administration Costs | (39.72) |
| S.F.O. #1 Permanent Signing and Striping | 365.99 |
| Construction Engineering | 9,126.07 |
| Project Management | 57.41 |
| Accounting Section | 39.72 |
| Construction Section | 23.46 |
| E.E.O. Monitoring | 176.65 |
| TOTAL CONSTRUCTION COST | $ 278,715.32 |
| Less Federal Funds | 245,114.46 |
| BALANCE | $ 33,600.86 |

| Less Non-Participating Costs: | | |
|---|---|---|
| Payment to Contractor | $ 718.93 | |
| Deduct Ret. Adm. Costs | (39.72) | |
| Accounting Section | 39.72 | |
| Construction Engineering | 25.81 | 744.74 |
| AMOUNT TO BE SHARED | | $ 32,856.12 |

STATE SHARE: 50% of 32,856.12 = $ 16,428.06

COUNTY SHARE: (50% of 32,856.12) + 744.74 = $ 17,172.80

**Reference: Billing Form** CC 82-06

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Coast FK Willamette R. (Harrison Ave.) Br.<br>City Street (Cottage Grove)<br>Lane County | | | | | |
| | Construction<br>Type Code 6201<br>Roadway (Sta. 10+63 To 11+1197)(Sta. 12+00.97 To Sta. 16 To 7.36) | | | | | |
| | Final Contract Payment Summary | | Lump Sum | | $ 62,151.01 | |
| SF0 | #1 Permanent pavement striping and signing (Lane County) | | All Required | | 365.99 | |
| | Total Participating Type Code 6201 | | | | $ 62,517.00 | |
| | Construction<br>Type Code X081<br>Strucutre Bridge #16321 (Sta. 11+11.97 To Sta. 12+00.97) | | | | | |
| | Final Contract Payment Summary | | Lump Sum | | $206,095.80 | |
| | Total Participating Construction | | | | $268,612.80 | |
| | Construction Engineering<br>State | | All Required | | 9,181.13 | |
| | Type Code 6201 $2,139.20<br>Type Code X081 7,041.93 | | | | | |
| | Misc. Project Cost<br>E.E.O. Monitoring Expense | | All Required | | 176.65 | |
| | Type Code 6201 $ 41.16<br>Type Code X081 135.49 | | | | | |
| | Total Participating Cost | | | | $277,970.58 | |
| | Nonparticipating Cost<br>Final Contract Payment Summary | | Lump Sum | | 718.93 | |
| | Total Project Cost | | | | $786,689.51 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 7/23/81. | | | | | |

AMOUNT CARRIED FORWARD .....

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

*(For use of Paying Office)*

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD — FROM 3-7-79 — TO 12-11-80

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

M-4560(1)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $278,689.51 | $277,970.58 | 88.18% | $245,114.46 | $245,114.46 | $ 0.00 |

RECEIVED DIVISION OFFICE — BY Oregon — DATE

DIVISION OFFICE REVIEW MADE — BY — DATE 7/6/81

PASSED FOR PAYMENT — BY V.E. Skoog, Controller — DATE

REMARKS

Cottage Grove
Lane County
320-1024

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 320 | 1023 | 920 | 00 | N | 1 | | 54.12 |
| | | 320 | 1023 | 920 | 00 | P | 1 | | 143.06CR |
| | | 320 | 1023 | 921 | 00 | P | 1 | | 143.06 |
| | | 320 | 1023 | 921 | 00 | N | 1 | | 49.48CR |
| | | 320 | 1023 | 945 | 00 | P | 1 | | 49.48 |
| | | 320 | 1023 | 945 | 00 | N | 1 | | 28.27 |
| | | 320 | 1023 | 948 | 00 | N | 1 | | |
| | | 320 | 1023 | 985 | 00 | P | 1 | | 5,965.52CR |
| | | | | TOT | P1 | | | | 5,993.79 |
| | | | | TOT | N1 | | | | 28.27 |
| | | | | ** JOB TOTALS ** | | | | ** | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| COAST FK WILL R (HARRISON) BR CONT NO 8898 * FA PROJ NOS M 560001 100 | | | | | | | | | |
| | | 320 | 1024 | 201 | 00 | P | 1 Pay Cont. | | 600.00CR |
| | | 320 | 1024 | 201 | 00 | N | 1 | | 600.00 |
| | | 320 | 1024 | 203 | 00 | P | 1 Cr. Liq. Dam | | |
| | | 320 | 1024 | 208 | 00 | N | 1 Cr. Ret Adm. Costs | | |
| | | 320 | 1024 | 270 | 01 | P | 1 =FO #1 | | 222.38CR |
| | | 320 | 1024 | 296 | 00 | N | 9 Tr. St. | | 222.38 |
| | | 320 | 1024 | 297 | 00 | N | 9 " Co. | | |
| | | 320 | 1024 | 298 | 00 | N | 9 " Fed. | | |
| | | 320 | 1024 | 900 | 00 | P | 1 Const. Engr. | | |
| | | 320 | 1024 | 920 | 00 | P | 1 P.M. | | |
| | | 320 | 1024 | 927 | 00 | N | 1 Ret. Adm. Cost | | |
| | | 320 | 1024 | 928 | 00 | P | 1 Accting | | |
| | | 320 | 1024 | 945 | 00 | P | 1 Const. Sec. | | |
| | | 320 | 1024 | 948 | 00 | N | 1 Const. Engr. | | 25.81 |
| | | 320 | 1024 | 985 | 00 | P | 1 EEO | | |
| | | | | TOT | P1 | | | | 25.81 |
| | | | | TOT | N1 | | | | 25.81 |
| | | | | ** JOB TOTALS ** | | | | ** | |

TOTAL TO DATE JOB COST SUMMARY

NOVEMBER 1981

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | | | GR | CURRENT MONTH | FISCAL YEAR TO DATE |
|---|---|---|---|---|---|---|---|---|
| PRAIRIE RD-IRVING RD&PARK AVE CONT NO 8974 | | FA PROJ NOS | M | 095001 | 100 | | | |
| | 320 | 1026 | 201 | 00 | P | 1 | | |
| | 320 | 1026 | 201 | 00 | N | 1 | | |
| | 320 | 1026 | 203 | 00 | P | 1 | 5,000.00CR | 2,640.49 |
| | 320 | 1026 | 204 | 00 | P | 1 | 5,000.00 | 2,640.49 |
| | 320 | 1026 | 204 | 00 | N | 1 | | |
| | 320 | 1026 | 205 | 01 | P | 1 | 362.86CR | |
| | 320 | 1026 | 206 | 00 | P | 1 | 362.86 | 362.86 |
| | 320 | 1026 | 206 | 00 | N | 1 | 6.51CR | 79.40 |
| | 320 | 1026 | 208 | 00 | N | 1 | | |
| | 320 | 1026 | 284 | 01 | P | 1 | | |
| | 320 | 1026 | 296 | 00 | N | 9 | | |
| | 320 | 1026 | 297 | 00 | N | 9 | | |
| | 320 | 1026 | 298 | 00 | N | 9 | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1023 | 920 | 00 | N | 1 | | 54.12 | | | | | |
| 1023 | 921 | 00 | P | 1 | | 143.06CR | | | | | |
| 1023 | 921 | 00 | N | 1 | | 143.06 | | 143.06 | | 81 | 81 |
| 1023 | 945 | 00 | P | 1 | | 49.48CR | | | | 81 | 81 |
| 1023 | 945 | 00 | N | 1 | | 49.48 | | 49.48 | | 81 | 81 |
| 1023 | 948 | 00 | N | 1 | | 28.27 | | 28.27 | | 81 | 81 |
| 1023 | 985 | 00 | P | 1 | | | | 109.47 | | 79 | 80 |
| | TOT | P1 | | | | 5,965.52CR | | 67,506.12 | | | |
| | TOT | N1 | | | | 5,993.79 | | 6,119.64 | | | |
| | ** JOB TOTALS ** | | | | ** | 28.27 | ** | 73,625.76 | ** | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 398 * | FA PROJ NOS | M | 560001 | 100 | | | M | 560001 | | STATE | |
| 1024 | 201 | 00 | P | 1 | Pay Cont. | 600.00CR | | 268,246.81 | | 79 | 81 |
| 1024 | 201 | 00 | N | 1 | " | | | 718.93 | | 81 | 81 |
| 1024 | 203 | 00 | P | 1 | Cr. Liq. Dam | 600.00 | | | | 80 | 81 |
| 1024 | 208 | 00 | N | 1 | Cr. Ret Adm. Costs | | | 56.06CR | | 80 | 80 |
| 1024 | 270 | 01 | P | 1 | SFO #1 | | | 365.99 | | 79 | 79 |
| 1024 | 296 | 00 | N | 9 | Tr. St. | 222.38CR | | 291,614.46CR | | 79 | 81 |
| 1024 | 297 | 00 | N | 9 | " Co. | | | 46,500.00 | | 79 | 79 |
| 1024 | 298 | 00 | N | 9 | " Fed. | 222.38 | | 245,114.46 | | 79 | 81 |
| 1024 | 900 | 00 | P | 1 | Const. Engr. | | | 9,100.26 | | 79 | 81 |
| 1024 | 920 | 00 | P | 1 | P.M. | | | 57.41 | | 79 | 79 |
| 1024 | 927 | 00 | N | 1 | Ret. Adm. Cost | | | 16.34 | | 79 | 79 |
| 1024 | 928 | 00 | N | 1 | Acctng | | | 39.72 | | 79 | 80 |
| 1024 | 945 | 00 | P | 1 | Const. Sec. | | | 23.46 | | 81 | 81 |
| 1024 | 948 | 00 | N | 1 | Const. Engr. | 25.81 | | 25.81 | | 81 | 81 |
| 1024 | 985 | 00 | P | 1 | EEO | | | 176.65 | | 79 | 79 |
| | TOT | P1 | | | | | | 277,970.58 | | | |
| | TOT | N1 | | | | 25.81 | | 744.74 | | | |
| | ** JOB TOTALS ** | | | | ** | 25.81 | ** | 278,715.32 | ** | | |



| EFIX | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE YRS BEG | ACTIVE YRS END |
|---|---|---|---|---|---|---|---|
| 974 | FA PROJ NOS M | 095001 | 100 | | | STATE | |
| 1026 | 201 | 00 P 1 | | | 819,893.43 | 79 | 31 |
| 1026 | 201 | 00 N 1 | | | 150.00 | 80 | 81 |
| 1026 | 203 | 00 P 1 | | | 1,200.00CR | 80 | 81 |
| 1026 | 204 | 00 P 1 | 5,000.00CR | 2,640.49CR | | 80 | 81 |
| 1026 | 204 | 00 N 1 | 5,000.00 | 2,640.49 | | 79 | 81 |
| 1026 | 205 | 01 P 1 | | | 33.83CR | 81 | 81 |
| 1026 | 206 | 00 P 1 | 362.86CR | | | 81 | 81 |
| 1026 | 206 | 00 N 1 | 362.86 | 362.86 | 362.86 | 81 | 81 |
| 1026 | 208 | 00 N 1 | 6.51CR | 79.40CR | 79.40CR | 81 | 81 |
| 1026 | 284 | 01 P 1 | | | 338.32 | 81 | 81 |
| 1026 | 296 | 00 N 9 | | | 787,600.00CR | 79 | 80 |
| 1026 | 297 | 00 N 9 | | | 596,600.00 | 79 | 79 |
| 1026 | 298 | 00 N 9 | | | 191,000.00 | 79 | 80 |
| | | | | | 104,807.67 | 79 | 81 |

8E98

March 19, 1981

The Aetna Casualty & Surety Company
Bond Department
200 Market Bldg., Suite 1500
200 S. W. Market Street
Portland, OR 97201

COH 5
#8598

Gentlemen:

A post-final payment for $987.43 will be made to Columbia Pacific Construction Co. on Contract No. 8598 for work on the Coast Fork Willamette River (Harrison Ave.) Bridge in Lane County as soon as the warrant is prepared.

The total amount paid on this contract will be $268,965.74 including the post-final payment. Of the total $209.36 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Columbia Pacific Construction Co.
P. O. Box 1244
Lake Oswego, OR 97034

bc: C. T. Keasey
Walt Hart
A. Shirley

8898

cc: State (H S Co[illegible]er) **STATE COPY**

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**FINAL ACCEPTANCE REPORT**

12-1

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 2 | Lane | Oregon |
| **DATE OF REPORT** | **REPORT MADE BY** | | **PROJECT NO.** |
| 12-4-80 | T. P. Lowe, Area Engineer | | M-6560(1) |
| **COMPLETION DATE** | **ACCEPTANCE DATE BY CONTRACT AGENCY** | **TIME ELAPSED** | **CONTRACT TIME** |
| 12-6-79 | 5-30-80 | 99 % | 210 |
| **APPROVED EXTENSIONS** | **LOCATION** | | |
| -- | See below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COAST FORK WILLAMETTE RIVER BRIDGE
HARRISON AVE. (CITY STREET-COTTAGE GROVE)
Grade, Paving & Structure

Project Description

The project provided a new bridge across the Coast Fork of the Willamette River at Harrison Avenue. This new East-West connection provides an alternate route between a rapidly growing residential area and Cottage Grove's central business District. Both design and construction administration was performed by a Consultant Engineer.

The minor items of uncompleted work mentioned in my final inspection report have been completed.

RECEIVED
STATE HWY ENGR
DEC 12 '80
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

12-12 cy

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE T. P. Lowe | | SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner | |
| TITLE Area Engineer | DATE 12-8-80 | TITLE Field Operations Engineer | DATE 12/11/80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8898

Files L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

6-5

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Hertz Electric, Inc. No. 8901 | E.Idaho Ave.@ E.Lane (Ontario) | May 12, 1980 |
| Hertz Electric, Inc. No. 8964 | Pac. Hwy. E. @ Berg Parkway (Canby) | May 12, 1980 |
| Paul Bros., Inc. No. 8759 | Garden Valley Blvd.-Fairgrounds Intchge. | May 16, 1980 |
| Hansen Electric Co. No. 8938 | Broadway St. @ 16th St.(North Bend) | May 16, 1980 |
| Hamilton Const. Co. No. 8928 | Judkins Point O'Xing. | May 20, 1980 |
| Southern Oregon Rock Co. No. 9078 | Port Orford Rock Production | May 27, 1980 |
| Babler Bros., Inc. No. 8934 | Crooked River Hwy.-Frederick Butte Rd. | May 27, 1980 |
| Columbia West Matls. & Constructors, Inc. No. 8909 | E. Fremont Bridge Connection | May 28, 1980 |
| Hamilton Construction Co. No. 8943 | N. Umpqua R. (Winchester) Bridge, N. Bound | May 28, 1980 |
| Columbia Pacific Construction Co. No. 8898 | Coast Fk. Willamette R. (Harrison Ave.) Bridge | May 30, 1980 |
| Tice Electric Co. No. 8835 | Powell Blvd. @ 162nd & Sandy Blvd. @ 122nd and 162nd | May 30, 1980 |
| J. B. Steel, Inc. No. 8854 | Port of Entry (Klamath Falls) | June 3, 1980 |

June 5, 1980

C. T. Keasey
Asst. State Highway Engineer

8898

June 5, 1980

The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Suite 1300
200 SW Market Street
Portland, OR 97201

COU 5
#8898

Gentlemen:

Contract No. 8898 awarded to Columbia Pacific Construction Co. for work on the Coast Fork Willamette River (Harrison Avenue) Bridge Section in Cottage Grove, Lane County was completed on December 6, 1979, and accepted by the State Highway Division on May 30, 1980.

Final payment in the amount of $8,388.24 will be released to the contractor after June 10, 1980. The total contract amount is $267,978.31 including $209.39 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Germsen
COMMISSION SERVICES

kkr
cc: Columbia Pacific Construction Co.
P. O. Box 1244
Lake Oswego, OR 97034

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
A. Shirley

8898

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: June 2, 1980

FROM: C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of May 30, 1980.

Contract ✓8898, Work Completed December 6, 1979

Project Coast Fk. Willamette R. (Harrison Ave.) Bridge

Highway City Street

County Lane

Type of Work Grading, Paving and Structure

Contractor Columbia Pacific Construction Co.

RDC:mk

cc: H. S. Coulter
Walter Hart
R. D. Church

Letter sent to surety on 6-5-80 by Karen.

RECEIVED
JUN 3 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

01-125-1307

Coast Fork Willamette River (Harrison Ave.) Bridge
Contract No.: 8898
Prefix: 320-1024
FAP No.: M6560(1)

## NARRATIVE REPORT

Columbia Pacific Construction Co., Lake Oswego, Oregon, was awarded the contract on April 24, 1979. Wildish Construction Co., subcontractor, began the clearing and roadway excavation on May 14, 1979. Commencement was delayed nine days due to a right-of-way problem that required a redesign of structure and street alignment.

## PRICE AGREEMENTS

Price Agreement No. 1 was written to document a change in the bridge plans to furnish hot dip galvanized bolts, nuts and washers for the pedestrian handrail instead of zinc plated as originally specified.

Price Agreement No. 2 was written for $3,205.00 to delete guard rail, guard rail anchors and rail end pieces (Bid Items 11 thru 15). After considerable discussion at the preconstruction conference, it was decided that concrete curb and sidewalk in lieu of the A.C. sidewalk and ramps from Sta. 10+68 to 10+97 would be safer for pedestrians and better separate the pedestrian and vehicular traffic. Guard rail was no longer necessary with the curb and sidewalk.

Price Agreement No. 3 was written for $1,740.04 to pay for an additional 10.22 C.Y. of structural concrete and 323 lbs. of reinforcement required at Abutments 1 and 2 due to footing elevations going below plan elevation.

## FORCE ACCOUNT WORK

State Force Order No. 1 was written to pay Lane County for performing the permanent pavement striping and signing at a cost of $365.99.

## EXTRA WORK ORDERS

Redesign of structure and street alignment placed an abutment column in line with the 18" storm sewer at Abut. No. 2 and caused the contractor extra work to adjust the storm sewer over and above what would have been required by the original alignment. Extra Work Order No. 1 was written for $208.00 to pay for this extra work.

## MATERIAL SUPPLIERS AND SUBCONTRACTORS

Prestressed concrete box beams were manufactured by Morse Bros. Prestress, Harrisburg, Oregon.

Reinforcing steel was furnished by Earwest Rebar Co., Eugene, Oregon.

REFERRED TO
Beard, Cole, Eriksen, Heger, Dorn, Lau, Staudenmeyer, Mann, Watson
(Return) Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg, Anderson, Christensen, Olson, Sullivan, Terpin, Trout, Wakerlig

RECEIVED
MAY 13 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Expansion joint angles at Abut. No. 2 were fabricated by Willamette Manufacturing and Supply Co., Inc., Portland, Oregon

Pedestrian handrail was fabricated by Huston Welding, Mollalla, Oregon.

Concrete Curbs, sidewalks and driveways were constructed by Walt's Concrete, Springfield, Oregon, a subcontractor.

Concrete for the curbs, sidewalks, driveways and structure was furnished by Zumwalt and Williams, Cottage Grove, Oregon.

Clearing and grubbing, roadway excavation, base course and A.C. paving was performed by Wildish Construction Co., Eugene, Oregon, a subcontractor.

Chain link fence and gates was furnished and installed by Cyclone Fence Sales, Eugene, Oregon, a subcontractor.

EXTRA CLAIMS

Five (5) extra claims for additional money are still pending. Although we have denied payment of these claims, the contractor continues to insist on, and in some cases demand extra payment. These claims total $6580.60. In addition, the contractor has asked for additional special backfill in areas where special backfil was not placed. Following is discussion of these claims

Compensation for Rock Excavation at Abutment No. 1

Profiles were taken on top of the bedrock at Abut. No. 1 on both the front and back faces of the footing and a proposed bottom footing elevation was established 1'-9" full depth into bedrock on the front face of the footing as per the bridge plans. During their excavation operations, the contractor removed the top few inches of the bedrock along approximately one-third of the front (river) face of the footing, so I revised and lowered the bottom of footing elevation to maintain the full 1'-9" depth of the footing as called for on the bridge plans. Although they have been paid for structure excavation to the final bottom of footing elevation, Columbia Pacific is asking for an additional $1071.00 for this additional excavation. We were not given notice at the time of their intention to make a claim for additional costs.

Compensation for Excavation of Slope at Abut. No. 2

Columbia Pacific has requested that the excavation for the riprap placement at Abut. No. 2 as shown on drawing No. 34067 be paid as structure excavation. They have been paid general excavation at $4/C.Y. for 22.80 C.Y. They are asking for an additional $22/C.Y. x 22.80 C.Y. =$501.60.

Claim for Additional Compensation Due to Lack of Earth Berm at Abut. No. 2

Columbia Pacific is claiming that the bridge plans were in error because a four foot (4') earth berm shown on the bridge plans (profile 30' left) to protect their footing excavation from the river did not exist in the field. They contend that their bid took advantage of this berm, and as a result are asking for an additional

$3870. This claim is entirely false. Original ground profiles taken by OBEC before the start of construction show a larger earth berm than was indicated on the bridge plans. This is a more favorable condition than was shown on the bridge plans. In addition, their initial excavation work removed the berm in question with the first few passes with their excavator.

Compensation for Survey Error at Abut. No. 2

While checking the span length prior to pouring the abutment pedestals and bearing seat at Abut. No. 2, we discovered that the abutment centerline was incorrect. Columbia Pacific originally claimed a survey error. Further checking from other existing reference points has shown that a tree stump on which an abutment centerline reference point was placed was moved during the contractors clearing and grubbing and excavating operations. Form work was repaired with approximately six to eight (6-8) manhours by the contractor. They have since agreed that the stump was moved, but do not feel responsible because they believe every possible effort was made to prevent movement of the stump. If they thought it possible that the stump moved, they should have brought it to OBEC's attention right away. They have submitted a claim for $1138 additional costs.

Claim for Additional Special Backfill

Their request for additional special backfill appears to be due to an incorrect interpretation of the pay limits. Their interpretation of Section 251.85 of the Special Provisions is that all areas paid for structure excavation will also be paid as special backfill, even in areas where special backfill was not required by the engineer. From our discussions I believe the wording "Backfill Around Abutments 1 and 2" has led them to misinterpret this specification. On future projects a solution might be to include a drawing showing pay limits which at least agree with the estimated quantities and show the designers' intent.

OBEC Consulting Engineers

Jerry E. Bishop

Jerry E. Bishop
Resident Engineer

JEB:ps

8898

Eugene?

## STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: Coast Fork Willamette River (Harrison Avenue) Bridge
HIGHWAY: City Street
COUNTY: Lane
CONTRACT: 8898
PREFIX: 320-1024
F.A. NO.: M6560(1)

SUMMARY

| ITEM | ORIGINAL | SEIM-FINAL | % (+or-) |
|---|---|---|---|
| Bid Items | $264,844.00 | $268,063.65 | + 1.22% |
| Anticipated Items | 1,600.00 | 365.99 | -77.13% |
| Contingencies | 11,989.98 | 11,989.98 | -0- |
| Engineering | 23,979.96 | 47,668.01 | +98.78% |
| Liquidated Damages | -0- | -0- | -0- |
| Total | $302,413.94 | $328,087.63 | + 8.49% |

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

### BID ITEM NO. 5 - 1"-0 AGGREGATE BASE

Overrun of 19.54% above the authorized quantity due to an error in the original estimated quantity.

### BID ITEM NO. 6 - CLASS B OR C ASPHALT CONCRETE

Underrun of 10.77% below the authorized quantity due to over estimate of the original estimated quantity.

### BID ITEMS 11 THROUGH 15 - GUARD RAIL, GUARD RAIL ANCHORS, AND END PIECES

These Bid Items deleted under Price Agreement No. 2 for a net savings of $3,205.00.

### BID ITEM NO. 19 - CONCRETE WALKS

Overrun of 13.97% above the authorized quantity due to the addition of concrete curbs ans sidewalks in lieu of the guard rail at west end of structure.

### BID ITEM NO. 20 - CONCRETE DRIVEWAYS

Overrun of 120% due to two additional driveways constructed at the request of adjoining property owners.

Versteeg ✓
Anderson
Christensen copy
Olson
Sullivan copy
Terpin
Trout
Marking

RECEIVED
MAY 13 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

STATEMENT OF OVERRUNS AND UNDERRUNS
Coast Fork Willamette River (Harrison Avenue) Bridge

BID ITEM NO. 21 - CONCRETE CURBS

Overrun of 16.33% due to the addition of concrete curbs in lieu of the guard rail at the west end of the structure.

BID ITEM NO. 22 - LOOSE RIPRAP, CLASS 100

Underrun of 43.88% due to an over estimate of the authorized quantity.

BID ITEM NO. 25 - STRUCTURE EXCAVATION

Overrun of 32.01% due to final footing elevations below plan elevation at Abutments No. 1 and 2.

BID ITEM NO. 26 - SPECIAL BACKFILL

Overrun of 43.36% due to extending the pay limits of special backfill beyond the limits originally intended.

PRICE AGREEMENT NO. 3 - ADDITIONAL STRUCTURAL CONCRETE AND REINFORCEMENT

Additional structural concrete and reinforcement totaling $1,740.04 due to lower footing elevations at Abutments No. 1 and 2.

#8471 12-18-1

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# INTERMEDIATE AND FINAL INSPECTION REPORT

*(Check appropriate box)* ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 1 | Lane | Oregon |

IN COMPANY WITH: Jim Gix, OSHD

| DATE OF INSPECTION | INSPECTION MADE BY | PROJECT NO. |
|---|---|---|
| 12/18/79 | T. P. Lowe, Area Engineer | M6560(1) |

| QUALITY OF WORK* | PROGRESS OF WORK | TIME ELAPSED | WORK COMPLETED |
|---|---|---|---|
| Satisfactory | Satisfactory | *104 % | 99 % |

RECEIVED STATE HWY ENGR DEC 5 1979

FOR: Info, Inves, R/D, D/R, Sign, Act, File

REFER TO: 1-3 dy

COAST FORK WILLAMETTE RIVER BRIDGE
Harrison Ave (City Street-Cottage Grove)
Grade, Paving & Structure

**Project Description:**

The project provided a new bridge across the Coast Fork of the Willamette River at Harrison Avenue. This new East-West connection provides an alternate route between a rapidly growing residential area and Cottage Grove's central business District. Both design and construction administration was performed by a Consultant Engineer.

**Time:**

*The contract allowed 210 calendar days. The contractor used 219 days to substantially complete the work. The contractor has requested a time extension of 9 days due to initial staking delays. The State is currently considering this matter.

**Finding:**

I was advised the wire fabric used in the chainlink property fence in the NE quadrant of the project does not meet contract specifications and that the contractor has agreed to exchange this fabric in the near future.

The small back slopes between the sidewalks and R/W line have not been seeded. The State agreed to seed these exposed earth slopes as part of the project.

Letters from the City and County documenting their acceptance of the project are pending.

Acceptance of the project is recommended pending resolution of the above four matters, i.e., 1) replacing chainlink fabric; 2) seeding exposed earth backslopes; 3&4) receipt of acceptance letters from the City and County.

FORM 81.734.0001

OREGON STATE HIGHWAY DIVISIO

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Coast Fork Willamette River (Harrison Ave.) Bridge | | WEEK ENDING: December 1, 1979 |
| | | SECTION PREFIX: 320-1024 |
| HIGHWAY: City Street | | COUNTY: Lane |
| NAME OF JOB: Coast Fork Willamette River (Harrison Ave.) Bridge | KIND OF WORK: Grading, Paving Structure | |
| CONTRACTOR: Columbia Pacific Construction Co. | CONTRACT NUMBER: 8898 | FEDERAL AID PROJECT NUMBER: M6560(1) |
| DATE OF CONTRACT: April 24, 1979 | DATE WORK STARTED: May 14, 1979 | ESTIMATED COMPLETION DATE: September 30, 1979 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN 2 SUPERVISION 1 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS 210 | CALENDAR DAYS USED 211 |
| | SPECIFIED COMPLETION DATE: December 1, 1979 | PERCENT OF TIME ELAPSED: 100.5% |
| PROJECT AUTHORIZATION: $ 302,413.94 | ENGINEERING AUTHORIZATION $ 23,979.95 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98.5% |
| EXCLUSIVE OF ENGINEERING: $ 278,433.98 | ENGINEERING COST TO DATE $ 32,500.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86.8% |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 266,500.00 | | DATE PROJECT WAS COMPLETED: |
| ESTIMATED PERCENT OVERRUN UNDERRUN . . . . . 4.3 % | PERCENT OF AUTHORIZATION . . . . . 135 % | |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 5.44 Sta. | 5.44 Sta | | | 5.44 Sta |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 5.44 Sta. | 5.44 Sta. | | | 5.44 Sta. |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 1250 | 1450 | | | 490 |
| TOTAL QUANTITIES CORRECTED TO DATE | 1386 | 1733 | | | 437 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 1386 | 1733 | | | 437 |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

½ ton pickup, portable generator

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | |
|---|---|---|---|
| BRIDGE NO. | 16321 | | |
| PERCENT | 99.7 | Cal | |

| | WEATHER | ~~WORK~~ DAYS CHARGED | HOURS DELAY |
|---|---|---|---|
| SUNDAY 25 | Cloudy, Rain | 1 | |
| MONDAY 26 | Cloudy, Rain | 1 | |
| TUESDAY 27 | Partly Cloudy | 1 | |
| WEDNESDAY 28 | Partly Cloudy | 1 | |
| THURSDAY 29 | Partly Cloudy | 1 | |
| FRIDAY 30 | Cloudy, Rain | 1 | |
| SATURDAY 1 | Cloudy, Rain | 1 | |

Kessey, Jackmond, Hopkins, Williams, Johnsen, Glenn — Richards, Beck, Inlock, Widmer, Gebauer, Church

RECEIVED
DEC 10 1979
CONSTRUCTION BRANCH
OREGON STATE HWY. DEPT. EUGENE, OREGON

RECEIVED
DEC 10 1979

INGS. INSP. D.M. FILES

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | No Activity |
| MONDAY | No Activity |
| TUESDAY | No Activity |
| WEDNESDAY | No Activity |
| THURSDAY | Columbia Pacific refinishing the outside face of the left wingwall and end post at abutment No. 1 |
| FRIDAY | Columbia Pacific refinishing the outside face of the right wingwall and end post at abutment No. 1.<br><br>Cyclone Fence Sales began installing the cyclone fence. Delivered posts to job today. |
| SATURDAY | No Activity |

## REMARKS

SIGNED Jerry E. Bishop LOCATION Springfield

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F218

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-6560(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90116

COUNTY NAME: Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 3-7-79 | 10-25-79 | FAU-6560 | City Street |

GENERAL LOCATION:

Coast Fork Willamette River (Harrison Ave.) Bridge Section

GENERAL DESCRIPTION OF WORK:

Pavement Striping and Signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXXX~~ ~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of October 25, 1979, as requested in Mr. Keasey's letter of October 29, 1979 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for TEC NTE $1,500 - Federal Funds $1,322. (No increase in obligation of funds required.)

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 11-8-79 | G. L. Green | for Division Administrator |

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-918

cc: OSHD (Coulter)

#0898

7-23-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# INTERMEDIATE AND FINAL INSPECTION REPORT

*(Check appropriate box)* ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | | Lane | Oregon |

IN COMPANY WITH: W. J. Hart, OSHD

| DATE OF INSPECTION | INSPECTION MADE BY | PROJECT NO. |
|---|---|---|
| 7-23-79 | H. A. Schell, Div Bridge Engineer | M-6560(1) |

| QUALITY OF WORK* | PROGRESS OF WORK | TIME ELAPSED | WORK COMPLETED |
|---|---|---|---|
| Satisfactory | Satisfactory | % | % |

HARRISON AVENUE BRIDGE
CROSSING OF THE COAST FORK/WILLAMETTE RIVER

The two end abutments are completed, East Abutment is partially backfilled with large crushed rock, some riprap has been placed at this location. The contractor is removing the sacked cofferdam in the east abutment and placing the rock backfill. The reinforcing steel tie between the west abutment and the wing walls is not adequate and "drilled in" and grouted reinforcing steel will be necessary at this location to adequately tie the walls to the abutment. Mr. Hart and I discussed this situation with OBEC Engineer, Jerry Bishop.

RECEIVED
STATE HWY ENGR
AUG 9'79
REFER TO
FOR
Into | Inves | R/D | D/R | Sign | Act | File

8-9 cj

8898

STATE COPY

OMB No. 04-R2089

| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO. | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br><br>**FEDERAL-AID PROJECT AGREEMENT**<br><br>5-14-79 | Oregon<br>County<br>Lane<br>Project No.<br>M-6560 (1) |
|---|---|---|

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., 0.18 mi. W. of SR 99, W. 0.10 mi.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 3-7-79 | 0.103 |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 88.1%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 302,413.00 | $ 266,425.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By H. S. Coulter

Asst. State Highway Engineer
*(Title)*

xx For: H. S. Coulter

State Highway Engineer
*(Title)*

By _____

_____
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
*(Division Administrator)*

For: G. L. Green

Date executed by Division Administrator MAY 14 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, May 1, 1979

Federal Aid Project
No. M-6560 (1)

COAST FK. WILLAMETTE R. (HARRISON AVE.) BR.
CITY STREET (COTTAGE GROVE)
LANE COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 10+63 to 11+11.97) (Sta. 12+00.97 to Sta. 16 to 7.36)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 13,500.00 |
| Clearing and Grubbing | All Required | | 3,000.00 |
| Removal of Structures and Obstructions | All Required | | 300.00 |
| General Excavation | 1,250 Cu.Yd. | 4.00 | 5,000.00 |
| 1"-0 Aggregate BAse | 1,450 Ton | 7.00 | 10,150.00 |
| Class "B" or Class "C" Asphalt Concrete | 490 Ton | 21.00 | 10,290.00 |
| 6-inch Sewer Pipe | 44 Lin.Ft. | 20.00 | 880.00 |
| 8-inch Sewer Pipe | 6 Lin.Ft | 30.00 | 180.00 |
| Concrete Manholes | 1 Each | 1600.00 | 1600.00 |
| Concrete Inlets, Type CG-3 | 2 Each | 500.00 | 1000.00 |
| Guard Rail, Type 2A | 50 Lin.Ft. | 15.50 | 775.00 |
| Guard Rail, Type 3 | 50 Lin.Ft. | 34.00 | 1700.00 |
| Guard Rail Anchors, Type 1 | 2 Each | 175.00 | 350.00 |
| Rail End Pieces, Type C | 2 Each | 100.00 | 200.00 |
| Rail End Pieces, End Shoes | 2 Each | 90.00 | 180.00 |
| CL-6R Chain Link Fence | 235 Lin.Ft. | 11.00 | 2585.00 |
| 4'x72" Chain Link Single Gates | 1 Each | 200.00 | 200.00 |
| 12'x72" Chain Link Double Gates | 1 Each | 500.00 | 500.00 |
| Concrete Walks | 350 Sq.Yd. | 12.00 | 4,200.00 |
| Concrete Driveways | 30 Sq.Yd. | 13.50 | 405.00 |
| Concrete Curbs | 782 Lin.Ft. | 5.00 | 3,910.00 |
| Loose Riprap, Class 100 | 90 Cu.Yd. | 12.50 | 1,125.00 |
| Adjusting Manholes | 2 Each | 250.00 | 500.00 |
| | | | $ 62,530.00 |

| | | |
|---|---|---|
| Anticipated Items | | |
| Permanent Pavement Striping (S.F.) | All Required | $ 1,500.00 |
| Temporary Erosion Control (E.W.) | All Required | 100.00 |
| | | $ 1,600.00 |
| | Subtotal | $ 64,130.00 |
| | Engineering | 8,657.00 |
| | Total | $ 72,787.00 |

Oregon State Highway Division
Salem, Oregon, May 1, 1979

Federal Aid Project
No. M-6560 (1)

Type Code X081
Structure Bridge # 16321 (Sta. 11+11.97 to Sta. 12+00.97)

| | | | |
|---|---|---|---|
| Shoring, Cribbing, Etc. | All Required | | $ 2,300.00 |
| Structure Excavation | 185 Cu.Yd. | 26.00 | 4,810.00 |
| Special Backfill | 90 Cu.Yd. | 22.00 | 1,980.00 |
| Structural Concrete, Class 3300 (178 cu.yd.) | All Required | | 28,000.00 |
| Expansion Joint, Abutment 2 | All Required | | 2,600.00 |
| 4'x85'/90' Prestressed Box Beams | 14 Each | 10,000.00 | 140,000.00 |
| Reinforcement (18,100 lbs.) | All Required | | 7,500.00 |
| Pedestrian Handrail | 184 Lin.Ft. | 49.00 | 9,016.00 |
| 14-inch Steel Pipe Casing | All Required | | 900.00 |
| 12-inch Steel Water Pipe | All Required | | 3,000.00 |
| 4-inch PVC Pipe | 480 Lin.Ft. | 1.80 | 864.00 |
| 6-inch PVC Pipe | 480 Lin.Ft. | 2.80 | 1,344.00 |
| | Subtotal | | $ 202,314.00 |
| | Engineering | | 27,312.00 |
| | Total | | $ 229,626.00 |

Length of Roadway - - - - - - - - - - - - - 0.086 mi.
Length of Structure - - - - - - - - - - - - 0.017 mi.
Cost of Roadway Per Mile - - - - - - - - - $ 846,360.46

SUMMARY OF FUNDS (88.1%)

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| Roadway | $ 72,787 | $ 64,125 | $ 4,331 | $ 4,331 |
| Structure | 229,626 | 202,300 | 13,663 | 13,663 |
| | $ 302,413 | $ 266,425 | $ 17,994 | $ 17,994 |

Group 1 100%; Group 8 00%
Contract No. 8898
Prefix 320-1024

8878

Date 4-26-79 PROJECT MANAGEMENT OFFICE MEM

Subject Cottage Grove FAU (Harrison Br) File No.

Received (call) (~~visit~~) from Ellis Jones

Address

Made (call) (visit) to Phone

Reason for contact and general discussion: Says agreement doesn't call for County to appoint contact person. Told Ellis both County & City should approve any change orders because Co needs to approve match and City FAU funds. Also Co needs to approve consultant billings and supervise consultant. For him to handle locally, but if he needed further assistance of this office let us know

Signature

File ( ) ( ) ( ) ( ) ( ) (X) ( ) (P) Prange (H) Zahner (V) Holmes
Circulate: PME LGE OPE FAE CCE OM Other

8898

CITY OF COTTAGE GROVE

400 E. Main Street, Cottage Grove, Oregon 97424

April 13, 1979

OFFICE OF THE CITY MANAGER

Mr. Jack Ayres
Oregon Department of Transportation
P.O. Box 1128
Roseburg, OR 97470

RE: COAST FORK WILLAMETTE RIVER (HARRISON AVENUE)
BRIDGE NO. 16321 COTTAGE GROVE

Dear Jack:

From recent cost estimates prepared by Oregon Bridge Engineers, it appears that the Harrison Street Bridge will exceed the cost estimate used for the application and F.A.U. priority list. This letter is to request the Oregon Department of Transportation to borrow from future year's accrual in accordance with the agreement with the League of Oregon Cities and the Oregon Association of Counties. We understand that the project estimates are approaching $310,000 total cost and that the Federal share would be removed from the Cottage Grove account.

Please accept my letter as formal request for the change.

Sincerely,

Phillip K. Kushlan
City Manager

PKK:jp

cc: Bill Guenzler

Copy to Zehner

8898

CORRECTED COPY

April 2, 1979

Lane County
125 East Eighth
Eugene, Oregon 97401

Attn: Al Driver, Director
Dept. of Public Works

City of Cottage Grove
400 Main Street
Cottage Grove, Oregon 97424

Attn: Phillip Kushlan
City Manager

Gentlemen:

On March 29, 1979 a satisfactory bid was received from Columbia Pacific Construction Co., P.O. Box 1244, Lake Oswego, Oregon 97034 for the Coast Fork Willamette River (Harrison Avenue) Section, FAU 6560. The advance deposit based on the anticipated construction cost of their bid is as follows:

| | |
|---|---|
| Bid Item | $264,844.00 |
| Permanent Pavement Striping | $ 1,500.00 |
| Temporary Erosion Control | 100.00 |
| 4½% Contingencies | 11,909.98 |
| ESTIMATED TOTAL COST | $278,433.98 |
| Less Federal Share (82%) | -201,335.00 |
| Less State Share (9%) | - 22,098.98 |
| COUNTY'S SHARE | $ 55,000.00 |

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than April 20, 1979.

Please make your check for $55,000.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer
Local Government Manager

Fli:pf

bcc w/AD # 609: Region 3 Federal Aid Specialist
Vern Skoog - Please return completed AD # 609 when check is received.

Rec Check 4-27-79 Awarded Contract notified Agrs.

March 30, 1979

Lane County
125 East Eighth
Eugene, Oregon 97401

Attn: Al Driver, Director
Department of Public Works

City of Cottage Grove
400 Main Street
Cottage Grove, Oregon 97424

Attn: Phillip Kushlan
City Manager

Gentlemen:

On March 29, 1979 a satisfactory bid was received from Columbia Pacific Construction Co., P.O. Box 1244, Lake Oswego, Oregon 97034 for The Coast Fork Willamette River (Harrison Avenue) Section, FAU 6560. The advance deposit based on the anticipated construction cost of their bid is as follows:

| | |
|---|---|
| Bid Items | $264,044.00 |
| Permanent Pavement Striping | $ 1,500.00 |
| Temporary Erosion Control | 100.00 |
| 4½ Contingencies | 11,989.98 |
| 9% Engineering | 23,979.96 — Co. est. |
| ESTIMATED TOTAL COST | $302,413.94 |

County's Advance Deposit:
6% of $302,413.95 = $18,144.84 or say $18,140.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than April 20, 1979.

Please make your check for $18,140.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer
Local Government Manager

FH:pf

bcc w/AD # 609: Region 3 Federal Aid Specialist
Vern Skoog - Please return completed AD # 609 when check is received.

8-78

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-6560(1)

STATE PROJECT NO. See below

COUNTY NAME Lane

PROGRAM STAGE (Check) ☐ 1 ☐ 2

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90116

RECEIVED
STATE HWY ENGR
MAR 15 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO:
Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS & E APPROVED: 3-7-79

DATE AUTHORIZATION EFFECTIVE: 3-7-79

FEDERAL ROUTE NUMBER: FAU 6560

STATE ROUTE NUMBER: City Street

GENERAL LOCATION:
Coast Fork Willamette River (Harrison Ave.) Bridge Section

GENERAL DESCRIPTION OF WORK:
Grade, Drain, High Type Pavement and Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Permanent Pavement Striping (S.F.) -$1,500.
Temporary Erosion Control (EW) -$100.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's March 5, 1979 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $339,627 - Federal Funds $299,209.

A signed copy of the Title Sheet is returned herewith.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 3-7-79 | S. K. Hassner | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-757

8898

Cottage Gr.

3-5-79

Copy to Gary Zehner.

404 not req'd as covered under nationwide "blanket" permit. letter from FHWA will follow

I check with Don Keyes. He check with Corps. Corps says no 404 permit required, will rescind notice. 3-5-79

PROJECT MANAGEMENT

PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐

MAR 1 1979

File: PM FA LG OP

TAA GARY

OBEC CONSULTING ENGINEERS

February 22, 1979

Mr. Jack Ayres
Region Federal-Aid Engineer
Department of Transportation
P.O. Box 1128
Roseburg, Oregon 97470

Re: Harrison Avenue Bridge Permits
OBEC Job No. 158-1

Dear Jack:

Enclosed are copies of the correspondence involving both the Divison of State Lands and Corps of Engineers regarding the permits requested on the Harrison Avenue Project.

Approvals should be received before the bid date of March 22nd, even though the Corps apparently required 5 weeks to make up the Public Notice.

Very truly yours,

Wally

W. A. Palmateer
General Manager

WAP:seb
enclosures

P.O. BOX 72 • SPRINGFIELD, OREGON 97477 • (503) 746-9673

OBEC CONSULTING ENGINEERS

January 4, 1979

Portland District
U.S. Army Corps of Engineers
P.O. Box 2946
Portland, Oregon 97208

Re: Harrison Avenue Bridge
OBEC Job No. 158-1

Gentlemen:

Enclosed is an application for permit for the Harrison Avenue Bridge over the Coast Fork Willamette.

Very truly yours,

W. A. Palmateer
General Manager

WAP:seb
enclosure

P.O. BOX 72 • SPRINGFIELD, OREGON 97477 • (503) 746-9673

ROBERT W. STRAUB
GOVERNOR

# Department of Environmental Quality

~~1234 S.W. MORRISON STREET PORTLAND, OREGON 97205~~ Telephone (503) 229- 5358
P.O. Box 1760, Portland, OR. 97207

12 February 1979

Public Notice

The following shall constitute public notice by the State of Oregon that the Department of Environmental Quality, pursuant to the requirements of Section 401 of the Clean Water Act of 1977, PL-95-217, has been requested to certify that there is reasonable assurance that the project described in Corps of Engineers public Notice No. 071-OYA-4-003235 will not violate applicable water quality standards. Comments regarding possible water quality effects of the proposed project shall be sent within 30 days to the Department of Environmental Quality, P.O. Box 1760, Portland, OR. 97207: 522 S.W. 5th Avenue, Portland, OR. 97204.

DEQ-1

158-1

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPND-RF-1

12 February 1979

PUBLIC NOTICE
071-OYA-4-003235
FILL
COAST FORK WILLAMETTE RIVER - MILE 23.9 - IN LANE COUNTY AT COTTAGE GROVE, OR

Interested parties are hereby notified that application has been made for a Department of the Army permit for the discharge of dredged or fill material into navigable waters of this Engineer District under the provisions of Section 404 of the Clean Water Act of 1977 (P.L. 95-217).

Name of Applicant: City of Cottage Grove, 400 E. Main Street, Cottage Grove, Oregon 97424, telephone (503) 942-3349.

Character and Purpose of Work: The applicant proposes to place fill in connection with the construction of a bridge designed for vehicular traffic. The fill, as shown on the attached drawing marked 003235(Coast Fork Willamette River-Fill), will consist of approximately 70 cubic yards of concrete to form footings and piers for two bents. An additional 85 cubic yards of riprap may be required to stabilize and protect the face of the footings of bent number two, located on the east bank of the river bed.

Additional Information: Additional information may be obtained from W. A. Palmateer, OBEC Consulting Engineers, P.O. Box 72, Springfield, Oregon 97477, telephone (503) 746-9673.

The requested permit, if issued, will be subject in part to the following conditions:

aa. All construction debris will be disposed of on land in such a manner that it cannot enter into the waterway.

bb. Care will be taken to prevent any petroleum products, chemicals or other deleterious materials from entering the water.

cc. Slope of the riprap, bank, or excavation, etc., will be no steeper than 1½ feet horizontal to 1 foot vertical.

dd. Only clean, durable riprap will be used.

(Cont'd on page 1a)

NPPND-RF-1
071-OYA-4-003235

12 February 1979

Special Conditions Cont'd.

ee. All areas along the bank disturbed or newly created by the construction activity will be seeded, sodded, revegetated, or given some other equivalent type of protection against subsequent erosion.

ff. When the District Engineer has been notified by a fishery agency that a filling activity is adversely affecting fish or wildlife resources or the harvest thereof, and when the District Engineer subsequently directs remedial measures, the permittee will comply with such directions as may be received to suspend or modify the activity, to the extent required to mitigate or eliminate the adverse effect.

Endangered Species. Preliminary determinations indicate that the proposed activity will not affect an endangered species, or their critical habitat designated as endangered or threatened, pursuant to the Endangered Species Act of 1973 (87 Stat. 844). Formal consultation pursuant to Section 7 of the Act with the Department of the Interior is not required for this proposed activity.

NPPND-RF-1
071-OYA-4-003235

2 February 1979

The latest published version of the National Register of Historic Places has been consulted. It has been determined that the property described is not a registered property, nor is it listed in the latest published version of the Register as being eligible for inclusion therein. This District is not aware of the presence of any cultural resources at the proposed work site.

Additional Requirements: A permit for the proposed work will not be issued until certification, as required under Section 401 of the Clean Water Act of 1977 (P.L. 95-217), has been received from the Oregon State Department of Environmental Quality. State law requires that leases, easements or permits be obtained for certain works or activity in the described waters. These State requirements must be met where applicable, and the Department of the Army permit must be obtained before any work waterward of the ordinary high water line may be accomplished. Other local governmental agencies may also have ordinances or requirements which must be satisfied before the work is accomplished.

Public Hearing: Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing.

Interested parties are requested to submit in writing any comments or objections they may have to the proposed work. The decision whether to issue a permit will be based upon an evaluation of the probable impact of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered; among these are conservation, economics, aesthetics, general environmental concerns, historic values, fish and wildlife values, flood damage prevention, land use, navigation, recreation, water supply, water quality, energy needs, safety, food production and, in general, the needs and welfare of the people. In addition, the impact of the activity on the public interest will be evaluated by EPA guidelines, under authority of Section 404(b) of the Clean Water Act. No permit will be granted unless it is found to be in the public interest.

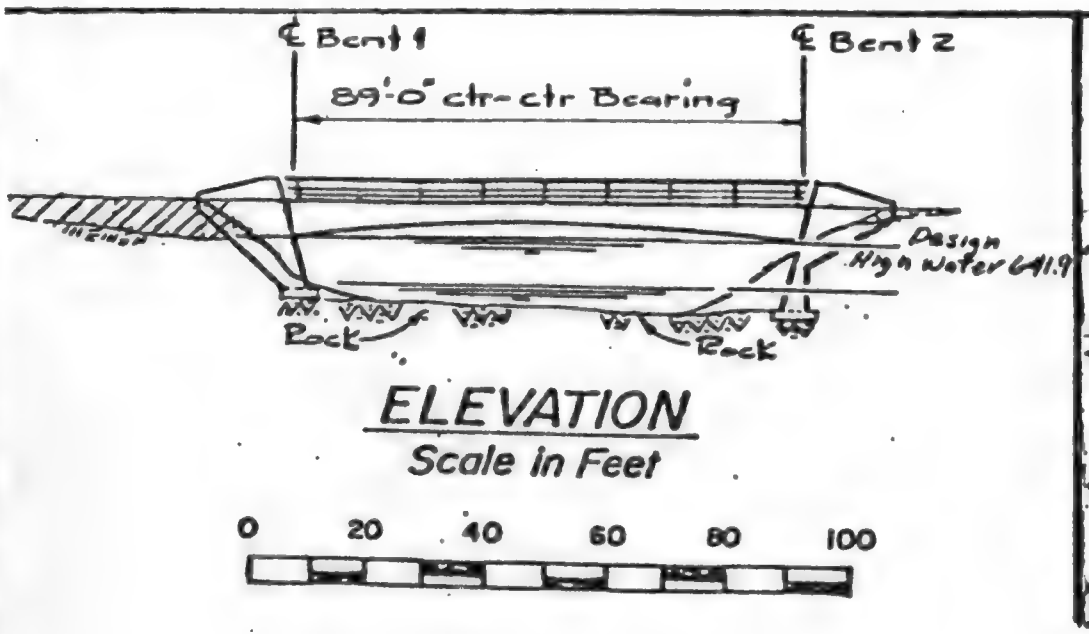
A preliminary determination has been made that an environmental impact statement is not currently required for the proposed work.

Replies to this notice should be mailed to reach this office not later than 14 March 1979.

A. J. HEINEMAN
Chief, Navigation Division

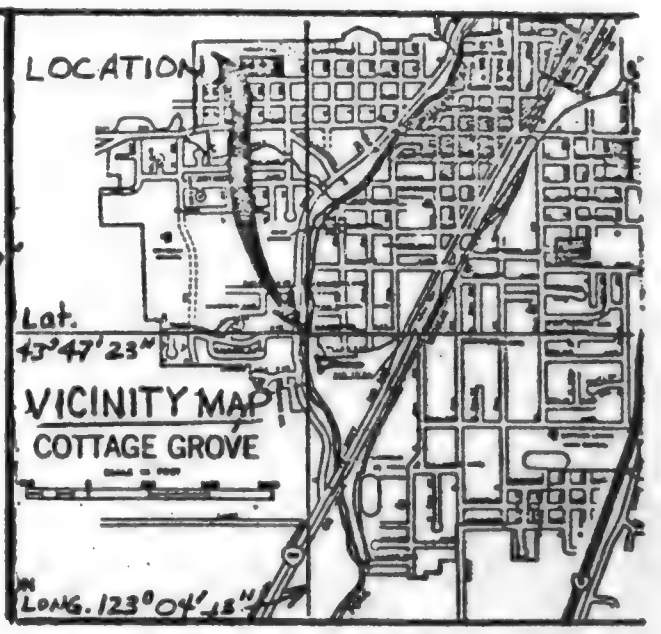
NPPFL 102B (REV)
Jan 79

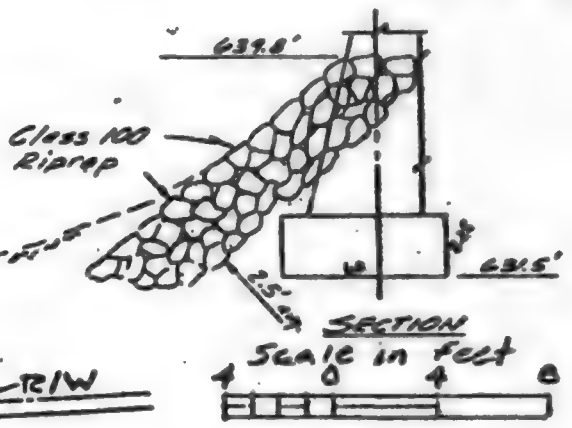
003235(Coast Fork Willamette River-Fill)

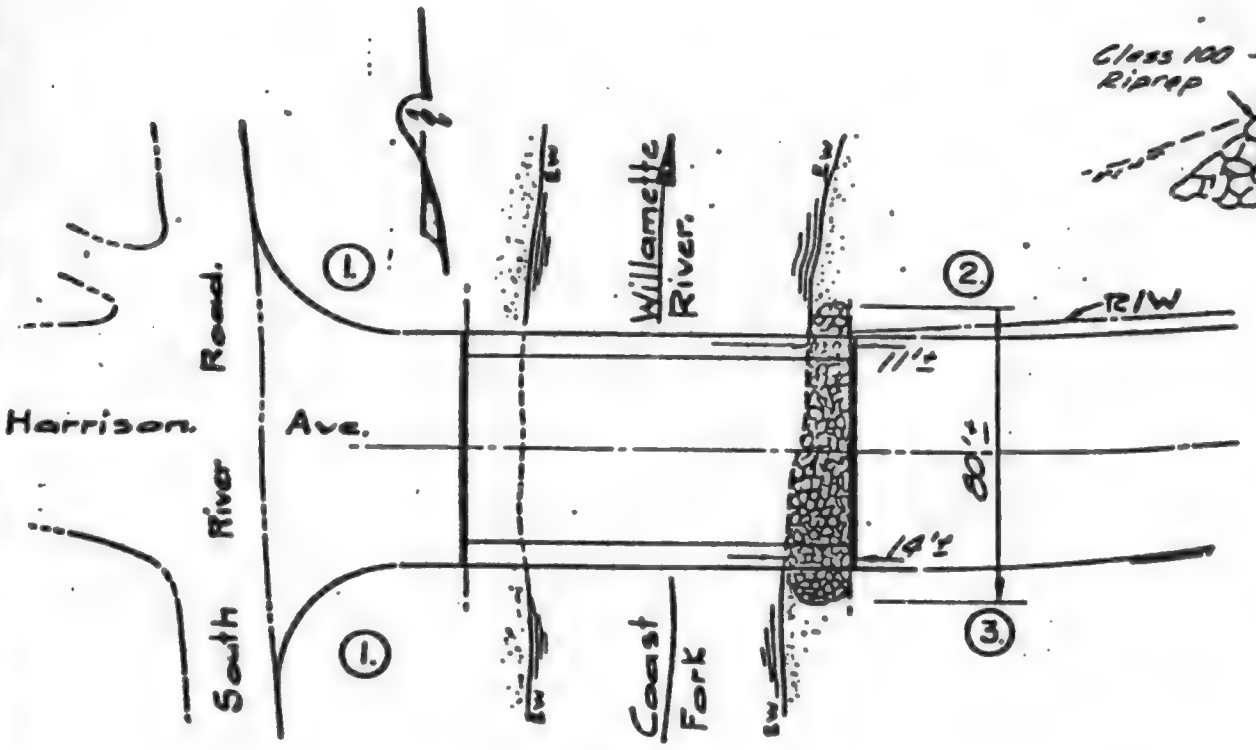



ELEVATION
Scale in Feet

0 20 40 60 80 100




PLAN
Scale in Feet

0 20 40 60 80 100

Purpose: Public Bridge
Datum: N.G.V.D.

Adjacent Propety Owners:
1. City of Cottage Grove.
2. G.M. Daugherty.
3. Albert Rutschman.

PROPOSED FILL

in Coast Fork Willamette R.

at Mile 23.9

County of Lane, State OR

Application by City of Cottage Grove

Date 4 January 1979

OBEC CONSULTING ENGINEERS

January 4, 1979

Division of State Lands
1445 State Street
Salem, Oregon 97310

Re: Harrison Street Bridge
OBEC Job No. 158-1

Gentlemen:

Enclosed is an application and $100 fee for a permit for Harrison Street Bridge in Cottage Grove.

Very truly yours,

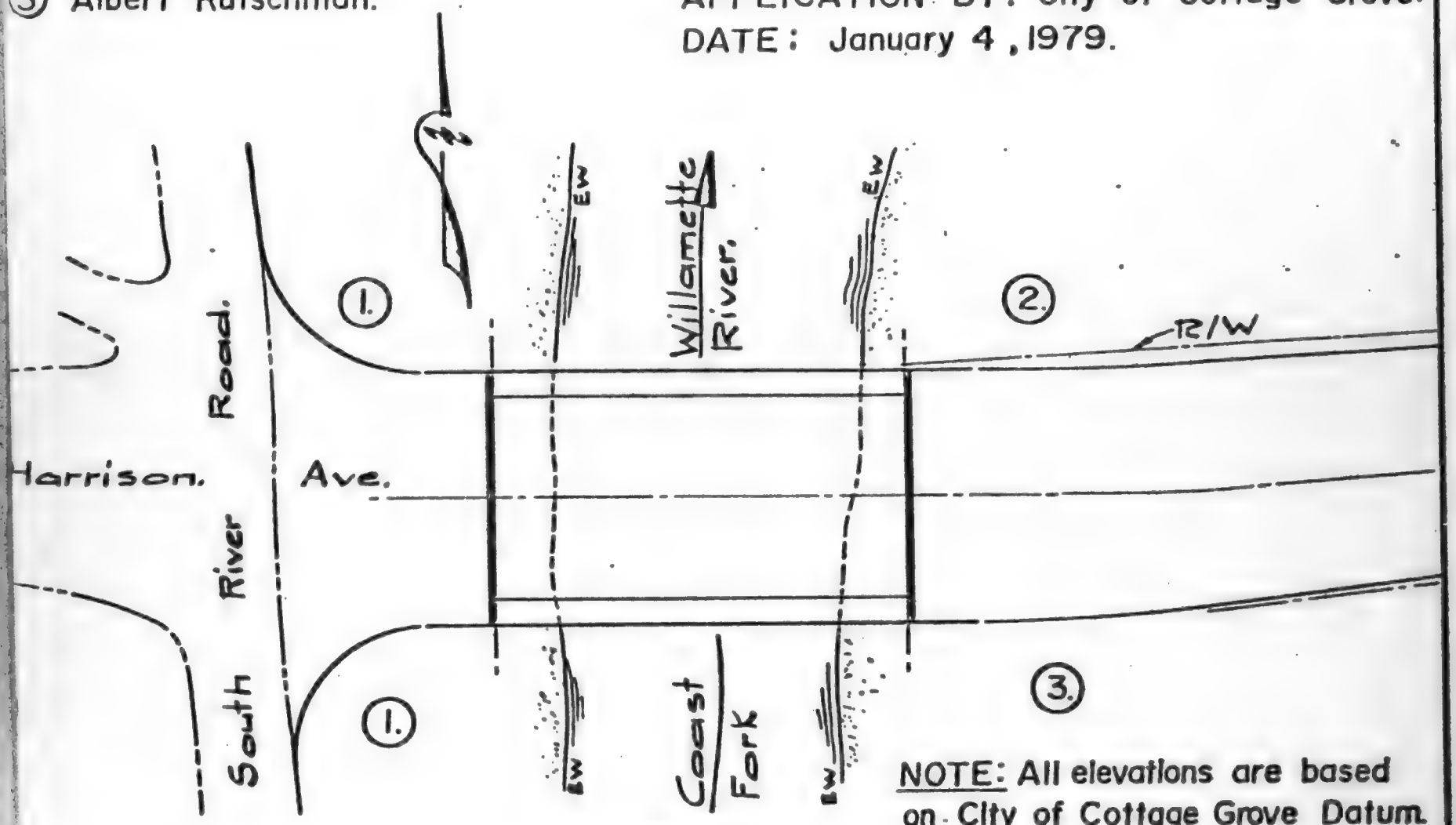
W. A. Palmateer
General Manager

WAP:seb
enclosures

P.O. BOX 72 • SPRINGFIELD, OREGON 97477 • (503) 746-9673

Adjacent Propety Owners:
1. City of Cottage Grove.
2. G.M. Daugherty.
3. Albert Rutschman.

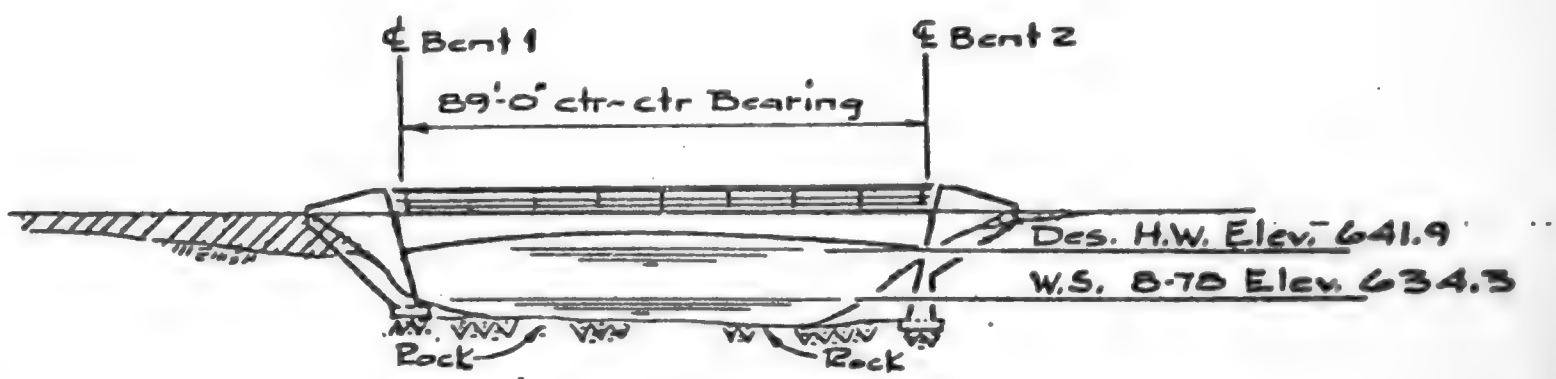
Proposed work in Coast Fork Willamette River at River Mile 23.9 In Cottage Grove, Oregon.
COUNTY: Lane STATE: Oregon
APPLICATION BY: City of Cottage Grove.
DATE: January 4, 1979.




NOTE: All elevations are based on City of Cottage Grove Datum.

## PLAN
Scale In Feet

0 20 40 60 80 100




## ELEVATION
Scale in Feet

0 20 40 60 80 100

Section Coast Fk. Willamette R (Harrison St) Br. Programming Estimate $ 338,000 Ken
7898
Highway City Street Project Length
County Lane 3-2-79 Completion Time 210 Cal. Days
Kind of Work Grade, Pave & Str
Prefix 20-8201 FA Project No. M-6560(1)

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | | $ 297631 |
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Building Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping Palmateer (3-2-79) | 1500 | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | 100 ✓ | |
| State Furnished | | |
| Install Water Meter | | $ 1600 |
| Furnish Water | | |
| Laboratory Fees | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing | | |
| Bikeway Signs | | |
| Furnish Mail Box Posts | | |
| Adjust Utilities | | |
| | | |
| | | |
| | | |
| Misc. Permit Fees | | |
| | | $ 299,231 |
| Contingencies (4-1/2%) | | 13,465 40 |
| Engineering ( 9 %) | | 26930 79 |
| ~~SUBTOTAL~~ | | $ |
| ~~Credit for~~ | | |
| Estimated Net Authorization, Construction | | $ 339,627 19 |

APPROVED

Road Design Engineer

Rec'd 3-2-79
Z

OK

REGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date

Section Coast Fk. Willamette R (Harrison Ave.) Bridge County Lane

Kind Of Work Length Name Day

3-1-78

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Mobilization (9%) | | All | All | | 24,000 |
| | Roadwork<br>Clearing and Grubbing | | All | All | — | 5000 00 |
| | Removal of Structures and Obstructions | | All | All | — | 1,000 00 |
| | General Excavation | | Cu Yd | 1250 | 6 00 | 7500 |
| | 1"-0 Aggregate Base | | Ton | 1,450 | 7 50 | 10,875 |
| | Class "B" or Class "C" Asphalt Concrete | | Ton | 490 | 25 00 | 12,250 |
| | 6-inch Sewer Pipe | | Lin Ft | 44 | 15 00 | 660 |
| | 8-inch Sewer Pipe | | Lin Ft | 6 | 25 00 | 150 |
| | Concrete Manholes | | Each | 1 | 1500 00 | 1500 |
| | Concrete Inlets, Type C.G-3 | | Each | 2 | 450 00 | 900 |
| | CL-6R Chain Link Fence | | Lin Ft | 235 | 8 00 | 1880 |
| | 4' x 72" Chain Link Single Gates | | Each | 1 | 100 00 | 100 |
| | 12' x 72" Chain Link Double Gates | | Each | 1 | 300 00 | 300 |
| | Concrete Walks | | Sq. Yd. | 350 | 20 00 | 7000 |
| | Concrete Driveways | | Sq. Yd. | 30 | 30 00 | 900 |
| | Concrete Curbs | | Lin Ft | 782 | 5 00 | 3910 |
| | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| | Loose Riprap, Class 100 | | Cu Yd | 90 | 18 00 | 1620 |
| | Adjusting Manholes | | Each | 2 | 200 00 | 400 |
| | Guard Rail, Type 2A | | Lin Ft | 50 | 15 | 750 |
| | Guard Rail, Type 3 | | Lin Ft | 50 | 30 | 1500 |
| | Guard Rail Anchors, Type 1 | | Each | 2 | 300 | 600 |
| | Rail End Pieces, Type C | | Each | 2 | 150 | 300 |
| | Rail End Pieces, [illegible] | | Each | 2 | 75 | 150 |

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date

Section

County

Kind Of Work

Length

Name

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | STRUCTURE | | | | | |
| | Shoring, Cribbing, Etc. | | All | All | | 5000 |
| | Structure Excavation | | CuYd | 185 | 15 | 2775 |
| | Special Backfill | | CuYd. | 90 | 10 | 900 |
| | Structural Concrete, Class 3300 (178 | @ 2½-) | All | All | | 37,736 |
| | Expansion Joint, Abutment 2 | | All | All | | 1000 |
| | 4'x 85'/80'-Prestressed Box Beams | | Each | 14 | 10,000 | 140,000 |
| | Reinforcement (18,100 16.@ 055) | | All | All | | 9,955 |
| | Pedestrian Handrail | | Lin Ft | 184 | 35 | 6440 |
| | 14-inch Steel Pipe Casing | | All | All | | 3500 |
| | 12-inch Steel Water Pipe | | All | All | | 3000 |
| | 4-inch PVC Pipe | | Lin. Ft | 480 | 4 | 1920 |
| | 6-inch PVC Pipe | | Lin. Ft. | 480 | 4.50 | 2160 |

7898

03-2-07 #

TOTAL COST = 312,000

Fed Share = 231,500 82%

State " = 25,500 9%

Co " = 55,000

COTTAGE GROVE (Bob Sipe)

City says include striping as participating cost of contract will be done either by State or County as force account. Sipe will Contact OBEC & provide documentation re: NO BOAT Traffic on River to Safety Div. State Lands Permit.

Proceed to contract with verbal commitment from City that they will submit request for 3 year advance.

Willamette River
Harrison Ave Lr.
FAU-6060 Harrison Ave
Lane Co

PRELIMINARY
ATTACHMENT A

Special Conditions for Material Removal/Fill Permit No. 3013

1. This permit authorizes the removal of up to 300 cubic yards of material and possibly a small amount of riprap placement in Section 2, T20S, R3W, (Harrison St. Bridge) in conjunction with bridge construction as outlined in the attached permit application, maps and drawings.

2. The operation shall be conducted in a manner that will prevent any turbidity increase when background turbidity is 30 JTU's or less, or more than a 10% increase when background turbidity is more than 30 JTU's.

3. Waste materials and spoils shall be placed above the bankline.

4. There shall be no removal or filling in the permit area between August 31 and June 1.

5. The stream shall not be diverted from the natural bed.

6. Only clean, erosion resistant rock from an upland source shall be used as riprap. No broken concrete or asphalt shall be used as riprap.

7. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.

8. Areas of streambank disturbance shall be seeded or planted with grass and/or legumes and shrubs.

9. The riprap rock shall be placed from above the bankline.

10. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive t urbidity or damage to natural resources.

COMMENT:
Concern has been expressed that bridge height may not be sufficient to allow recreational boating during periods other than low water. The applicant should address this concern to the Division of State Lands as soon as possible.

February 27, 1979

2-28-79 Ted Thompson
High Water Elev. - 641.9
Water Elev. 8-78 = 634.3
2' clearance between H.W. & Bottom of Slabs.
Lou Pierce says there is no boat traffic. Bridge grade can't be changed has to match River Rd.

2-27-79 Wally Hibbard, State Parks Branch expressed this concern in response to OBEC permit applications. Bridge disclaims interest since they didn't design. Promised Trout I'd would follow up through Region. Prange please do

A Kimes

RECEIVED
FEB 27 1979
ENGINEERING SECTION

8898

PROJECT MANAGEMENT OFFICE MEMO

Date Feb. 26, 1979

Subject Harrison Bridge (Cottage Grove) File No. FAU

Received (call) (visit) from _____

Address _____

Made (call) (~~visit~~) to Jack Ayres Phone _____

Reason for contact and general discussion: Status. Jack contacted the Consultant. who stated he had applied for all permits. Jack ask him for a letter of Certification.

EXT. 6265 - DON KEYES - NOTIFIED KEYES OF ABOVE.

No 404 Permit needed, 3-5-79, as per DON KEYES -- R/W OK - All clear for Mar. 29 Letting - 3-5-79

Signature J. Hildebrandt

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

N BP

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

RECEIVED
FEB 23 1979
DIRECTOR OF
PUBLIC WORKS
720

Attention: Right-of-Way Section 2-23-79

Subject: Federal Aid Project No. M-6560(1)
Project Name Coast Fork Willamette River ( Harrison ) Br.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

[x] 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

[ ] 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property has been or will be paid by the city in accordance with said Act.

OR

[ ] a. There has been no displacement of persons from residences, farms or businesses.

[ ] b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

[x] 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

CC D.E. Swan
C.T. Keasey
R. Trigstad

Signed at Cottage Grove, Oregon, this 23rd. day of February, 19 79

County of Lane

William A. Whiteman, Mayor

Lois G. Howes, Recorder

Stan Biles, Acting General Administrator

Certified By:

Regional Right-of-Way Supervisor

Date 3-1-79

RECEIVED
MAR 5 1979
RELOCATION UNIT

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

3/5/79 Copy to Adel
Harold
Doug
FHA

0898

ROBERT W. STRAUB
GOVERNOR

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 21, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 90116
Project No. M-6560(1)
Coast Fk. Willamette River
(Harrison Ave.) Br. Section
Lane County

Attached support data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on March 29, 1979.

Copies of the State Clearinghouse A-95 review letter of approval was forwarded previously.

JLG:dmc
Attachments
cc: Alfred Shirely, Jr., Region 3
Gary Zehner, w/att.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-A

February 21, 1979

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) (20) | PROJECT LOCATION (45 typewriter spaces) 21 | 65 | ADT | PRESENT 800 | FUTURE --- (66) (70) | | | | | | | |
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H.T. Pave, Str. 28 62 | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (69) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL (74) | | | | | |
| CARD 4 | CLASS OF FEDERAL FUNDS Urban System | COUNTY NAME | | | | | | | | | | | |
| | NAME OF URBAN AREA 17-31 Cottage Grove | ROUTE NO. U | FEDERA | | | | | | | | | | |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJE TOTAL ESTIMATED COST | FEDERAL FUN 88.1% |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) |
| 5 | | | | | PE | | | | | |
| 5 | | | | | ROW | | | | | |
| 5 | | | | | CONST (CODE) 6201 X081 | | "Coast Fork Willamette River (Harrison Ave.) Br. Section" | 0.103 | 285,000 | 251,000 |
| | | | | | | | | 0.103 | 285,000 | 251,000 |

| CARD 1 | CODE 1 | PREPARED BY JLG | PROJECT TOTALS |
|---|---|---|---|
| | 14 | PROGRAM APPROVAL DATES 10-13-78 | (16) (23) (24) |

* Harrison Avenue

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

1979

| | | PRESENT | FUTURE YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|
| 0 mi. (65) | ADT | 800 | --- (66) (70) (71) (72) | 10 | Oregon | 41 (2) (3) | W32 (4) (9) | 90116 (14) (18) |

| SUFV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. (24) (26) | DESIG. 27 |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | M- (14 23) | 6560 (7 18) | (1) | | |

COUNTY NAME: Lane — CODE 039 (14) (16)

PROGRAM STAGE: [ ] 1 OR [ ] 2

ROUTE NO. U — FEDERAL-AID 6560 (32) — STATE City St.* (36) (37) — U.S. -- (41)

| MILES (54) (58) | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66) | FEDERAL FUNDS 88.1% (67) (76) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|
| | | | | | Util. adj. as req. |
| | | | | | ROW-50' min.; Access Control-none Parking Restriction-partial |
| 0.103 | 285,000 | 251,000 | 17,000 | 17,000 | |
| 0.103 | 285,000 | 251,000 | 17,000 | 17,000 | |

(16) (23) (24) (33) REMARKS

* Harrison Avenue

over

USCOMM DUSCOMM-DC 48904

Coast Fork Willamette Riv. (Harrison Ave.) Br. Sec.
Project No. M-6560(1)

Existing Facility: 12' gravel surface on east side of river. No existing structure.

Adjacent Section:
W. End--Jct. River Road (FAU 6565)
E. End--38' curbed bit. surf. with 2 lanes and 8' parking.

Project Data: The work consists of grade, drain and high-type pave a basic 38' curbed section accommodating two 11-foot traffic lanes with 8-foot bikeway each side and 5-foot concrete walks adjacent to curbs. Construct one prestressed concrete box beam Bridge (Br. No. 16321) 89 feet long with 46-foot horizontal clearance and accomplish incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreation Areas: None involved.

FHPM 4-1-4 Requirements:
a) State Clearinghouse--A-95 review approval dated July 28, 1977.
b) District 5 Clearinghouse--"Notice of Intent" sent May 20, 1977 has lain before the Clearinghouse for more than 30 days without action and it is therefore assumed that no adverse comments or review will be received for this project.

FHPM 7-7-2 Requirements: Final Negative Declaration approved by FHWA on August 21, 1978.

Data for PR-37:

| | | |
|---|---|---|
| Type Code 6201 | (Roadway) | $55,000 |
| Type Code X081 | (Bridge) | $230,000 |

NOTE: 1) This project is in Congressional District No. 4.
2) Included in FY '79 AP in 6 YR HIP on page 45 and in the September 1978 Schedule of Contract Lettings on page 17 line 16.

8898

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. |
|---|---|---|
| 11-27-78 | CC 1920 | |

CREDIT DISTRIBUTION: 20-8201-295

**BILL TO:** Code:

City of Cottage Grove

400 Main Street

Cottage Grove, Oregon 97424

Attn: Mr. Phillip Kushlan, City Manager

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Partial transfer of the advance deposit for the P.E. on the Coast Fork, Willamette River (Harrison Ave.) Bridge. FAU 6560<br><br>Agreement No. 6109 | | | |

| | |
|---|---|
| Advance Deposit Amount | $ 4,500.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ -- |
| Balance | $ 4,500.00 |
| Transfer to Highway Fund | $ 3,400.00 |
| Refund Due | $ |
| Partial or final request for billing | Partial |
| Number of the previous request in connection with this service. | |

Amount Due . . . . . $

Submitted by:

Fred Hildebrandt

Fred Hildebrandt

Approved:

Harold Kramer

SP*35736-734

8898 Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: August 24, 1978

In reply refer to: HPD.2-OR

SUBJECT: Oregon Project M-6560(-)
Coast Fork Willamette River
(Harrison Bridge)
Cottage Grove

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Mgr., Environmental Section
Oregon Dept. of Transportation

The Final Negative Declaration has been approved by our Division Administrator on August 21, 1978.

Please make copies of this draft statement available as required by FHPM 7-7-2.

The original signed copy of the Title Sheet was hand-carried to your office for immediate processing.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer
G. L. Green

cc:
Mr. H. S. Coulter
Mr. E. S. Hunter
Region 3 (Bud Shirley)
Mr. D. E. Swan w/cy of statement

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AUG 25 '78
REFER TO
FOR
Info | Invest | R/D | D.R. | Sig | Act | File

NOTED
H.S. COULTER

FINAL NEGATIVE DECLARATION

COAST FORK WILLAMETTE RIVER (HARRISON AVENUE) BRIDGE

COTTAGE GROVE, LANE COUNTY, OREGON

I. LOCATION AND PURPOSE

The proposed project includes the construction of a new concrete clear-span bridge and street approach construction at the Coast Fork of the Willamette River, Cottage Grove, Oregon.

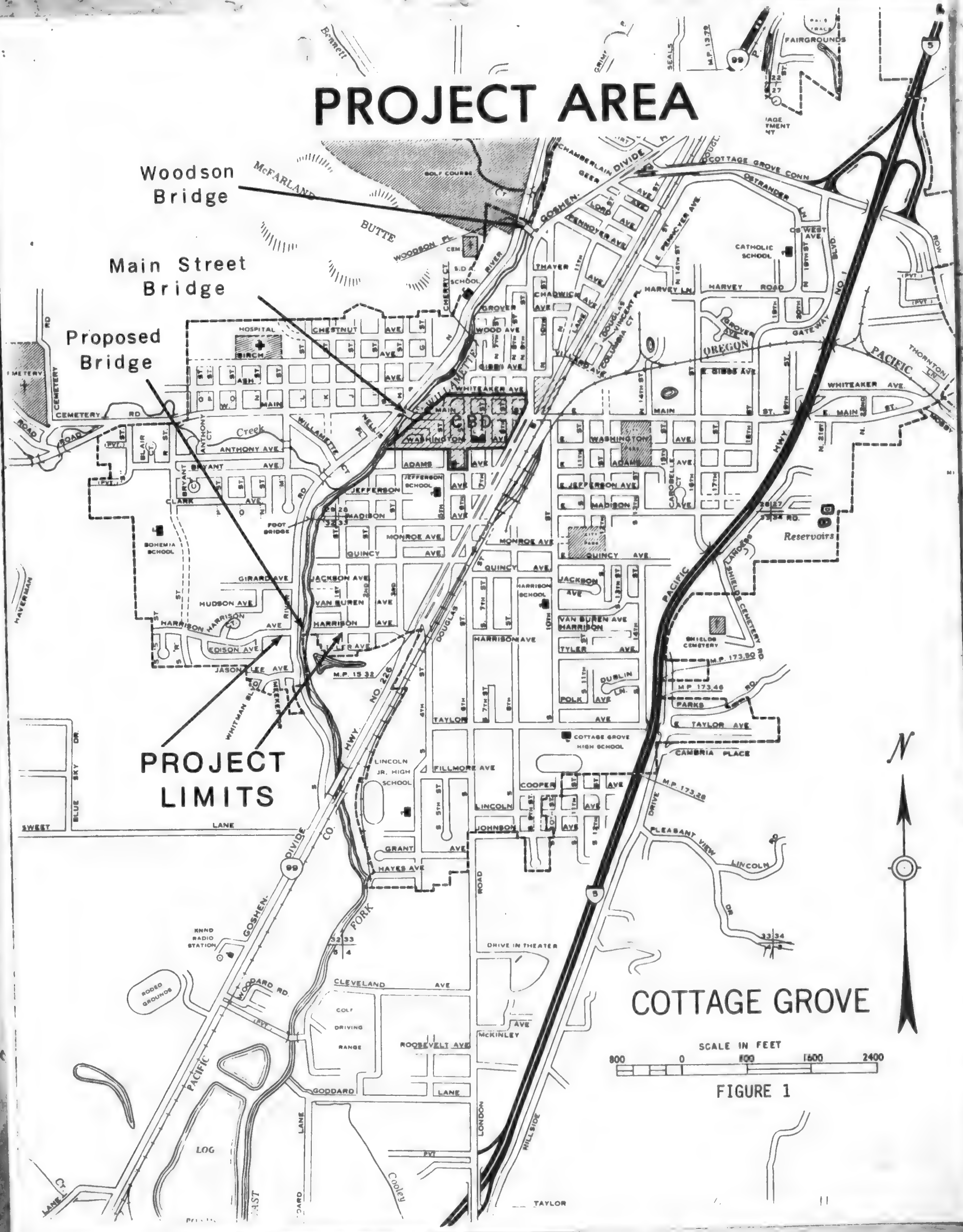
The proposed project (See Figure 1) is located west of the Goshen-Divide Highway No. 226 (F.A.U. 6415) and east of South River Road (F.A.U. 6565) at the southerly city limits of Cottage Grove. The project would commence at South River Road and extend east 560 feet with an average right-of-way width of 60 feet.

The purpose of the project is to alleviate the congestion within the central business district and on South River Road. This will be accomplished by the proposed bridge, which will provide an alternative east-west connector to the Goshen-Divide Highway and a major residential area located in the southwest area of Cottage Grove.

The extension of Harrison Avenue and construction of an east-west bridge connection to serve the southwest section of the City was first considered by the City in 1970 and adopted as part of the Cottage Grove Comprehensive Plan, Transportation Element, April 12, 1971. The proposed connection was adopted as part of the Cottage Grove Urban System by the Lane Council of Governments in October 1975, which was endorsed by Lane County in November 1975 and approved by the Federal Highway Administration on December 9, 1975.

The Goshen-Divide Highway is the major north-south route in Cottage Grove and provides access to Interstate 5 and points north and south. The City of Eugene is located approximately 20 miles north of Cottage Grove and provides employment and recreational opportunities. The major routes to Eugene from Cottage Grove are I-5 and the Goshen-Divide Highway. Southbound I-5 and Goshen-Divide

# PROJECT AREA



Highway traffic proceeding to the southwest residential section of Cottage Grove must utilize an existing connection (Woodson Bridge) approximately one mile north of the proposed connection, proceed through the central business district and across the Main Street Bridge, or connect with River Road one-half mile south of the proposed connection, negotiate a 160° turn and proceed north.

The volume of traffic on South River Road has increased with residential growth in the southwest section of Cottage Grove. Increased traffic has resulted in further congestion of the central business district, rapid deterioration of South River Road and a disruption to residential uses along South River Road.

## II. PROJECT DESCRIPTION

The project would commence at the east right-of-way of South River Road and extend east across the Coast Fork of the Willamette River to the west right-of-way of South First Street. The proposal includes 560 feet of street construction, and a 90-foot long concrete clear span bridge over the river.

The bridge would be 58 feet wide, including two eleven-foot travel lanes, a fourteen-foot left turn lane, two six-foot sidewalks, and two five-foot one-way bikeways (See Figure 2). A transition would occur to allow for the proposed left turn lane 160 feet east of the proposed bridge.

## III. ALTERNATIVES

Alternative I (The selected alternative)

This alternative includes bridge and street approach construction as previously described. The bridge would clear-span the river and would therefore not affect it. There would be a total of 560 feet of new construction. The cost of this alternative would be approximately $225,000.

Sufficient right-of-way exists to accommodate this alternative, with the exception of a small parcel located on the west bank of the river. This parcel is currently a portion of the Willamette Greenway.

This alternative would reduce traffic volumes through the central

# PROPOSED BRIDGE TYPICAL SECTION

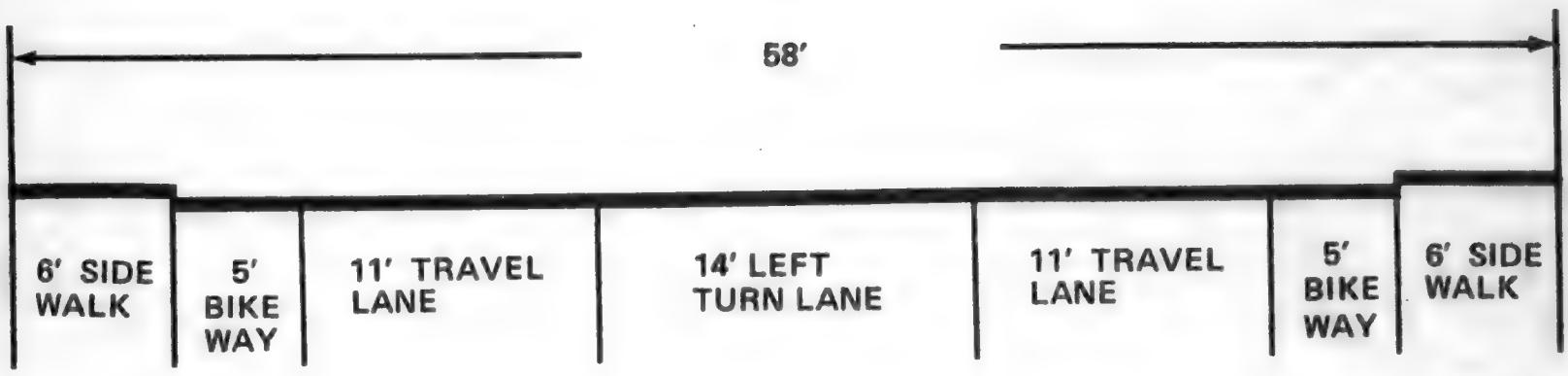



FIGURE 2

business district and along South River Road, which parallels the Coast Fork of the Willamette River. The reduction of traffic along South River Road would reduce noise levels along the adjacent Greenway and historic structures.

Alternative II

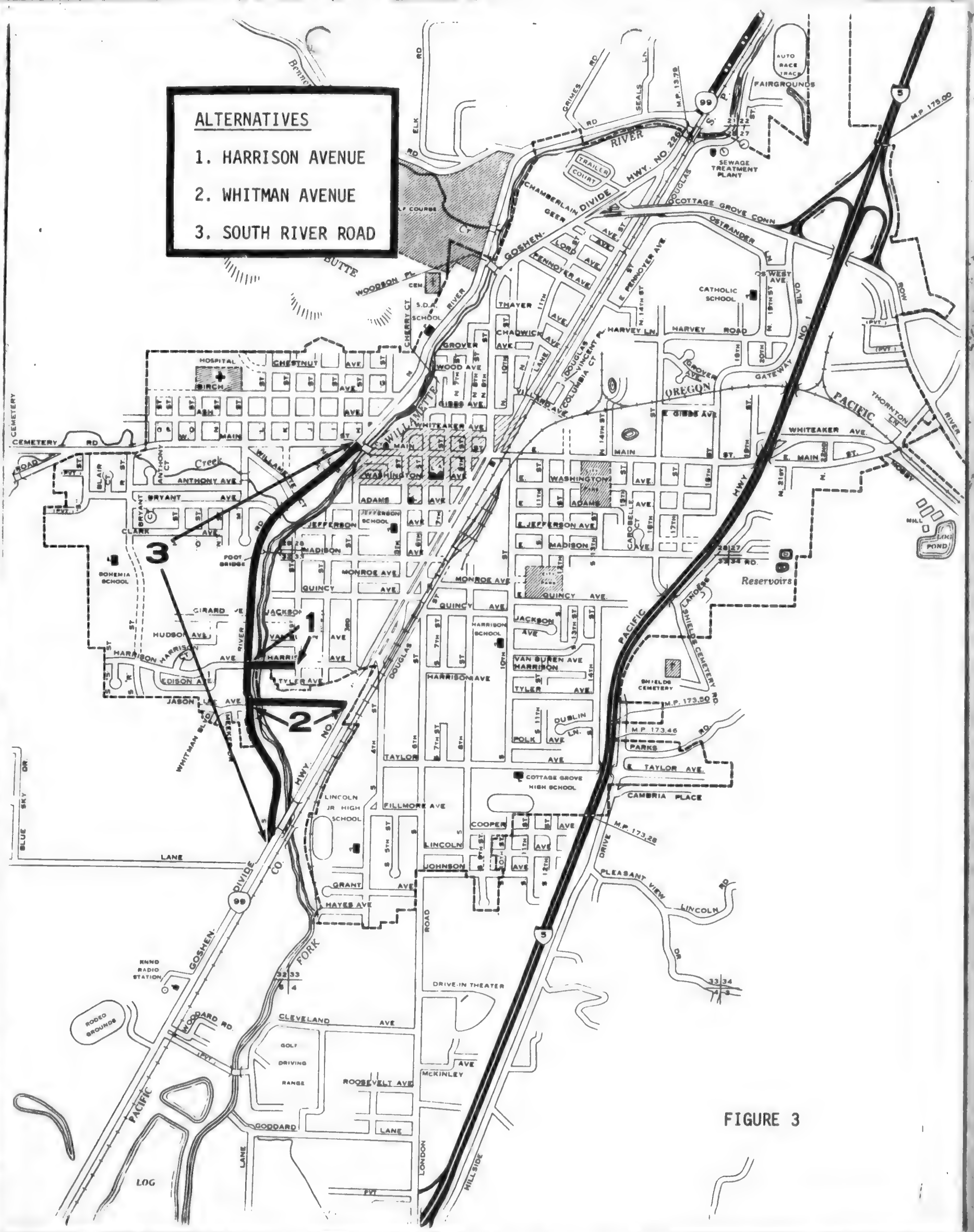
An east-west connection across the Coast Fork of the Willamette River could be provided approximately 560 feet south of Harrison Avenue. This alternative would have involved street construction from the Goshen-Divide Highway west, through an old mill site, and construction of a bridge and approaches across the river. This new road would have connected with Whitman Avenue on the west side of the river. It is anticipated that a small subdivision around Whitman Avenue will be developed more in the future. Construction of this alternative would have accelerated growth in this area.

This alternative would have required about 1.65 acres of new right-of-way, including land that is currently part of the Willamette Greenway. Major fills would have been required as the relief varies throughout the alignment. Approximately 1200 feet of new street construction would have been required as compared to 560 feet for Alternative I.

During the early 1900's there was a mill race on the west side of South River Road. A substantial portion of the diversion dam still exists and would be within the required bridge right-of-way. The mill race has been eliminated by the mill owner in the 1950's, however, and dedicated to the City for street purposes.

An old mill pond on the proposed alignment would have been affected by road construction. This pond is considered wetlands, and serves as a small wildlife habitat. The wetlands are not, however, impacted by Alternative I.

The construction of the bridge would have required the removal of the remaining concrete section of the old diversion dam. This action would have required a substantial direct involvement within the river, resulting in temporary degradation of water quality.


ALTERNATIVES
1. HARRISON AVENUE
2. WHITMAN AVENUE
3. SOUTH RIVER ROAD
1
2
3
Reservoirs
FAIRGROUNDS
AUTO RACE TRACK
SEWAGE TREATMENT PLANT
TRAILER COURT
CHAMBERLAIN DIVIDE
COTTAGE GROVE CONN
OSTRANDER LN
CATHOLIC SCHOOL
HARVEY ROAD
HARVEY LN.
GATEWAY
OREGON
PACIFIC
THORNTON LN
WHITEAKER AVE.
E. MAIN ST.
HOSPITAL
CEMETERY
CEMETERY RD
BIRCH
CHESTNUT AVE
ASH
MAIN
WILLAMETTE
Creek
ANTHONY AVE
BRYANT AVE
CLARK AVE
BLAIR
ANTHONY CT
WASHINGTON AVE
ADAMS AVE
JEFFERSON SCHOOL
JEFFERSON AVE
MADISON
MONROE AVE
QUINCY AVE
FOOT BRIDGE
BOHEMIA SCHOOL
GIRARD AVE
JACKSON
HUDSON AVE
HARRISON AVE
EDISON AVE
TYLER AVE
JASON LEE AVE
WHITMAN
HARRISON SCHOOL
VAN BUREN AVE
DUBLIN LN.
POLK AVE
TAYLOR
FILLMORE AVE
COOPER
LINCOLN
JOHNSON
GRANT AVE
HAYES AVE
LINCOLN JR HIGH SCHOOL
COTTAGE GROVE HIGH SCHOOL
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M.P. 173.46
M.P. 173.28
PARKS
CAMBRIA PLACE
PLEASANT VIEW RD
LINCOLN
DRIVE-IN THEATER
RNND RADIO STATION
RODEO GROUNDS
GODDARD RD.
CLEVELAND AVE
GOLF DRIVING RANGE
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McKINLEY AVE
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FIGURE 3

In summary, the costs of right-of-way acquisition, impacts to wetlands, the stream and the Willamette Greenway make this alternative less environmentally and practically feasible than Alternate I.

Alternative III

This alternative would not have involved bridge construction and right-of-way acquisition, but would have involved widening and improving South River Road within existing right-of-way to serve as the major arterial for the southwest area. There would have been approximately 6000 feet of new construction.

Existing right-of-way could accommodate this alternative. A 20-foot strip of right-of-way along South River Road east of the roadway is contiguous to the riverbank and much of it is currently maintained and utlized as Greenway. This land would have been converted to highway use with this alternative. In addition, the traffic flow through the central business district to the southwest would have continued to increase with resultant increases in auto emissions, traffic congestion, and fuel consumption.

Alternative IV (No Build)

Under this alternative no new construction would take place except for normal periodic maintenance work.

South River Road is not presently able to support a large volume of traffic generated by residential development in the southwest section of the City. The road has two lanes, several curves, many potholes and other pavement deficiencies.

If no improvements are made in the area, land use plans which designate the southwest area for residential growth would have to be revised to reflect the level of development that would be accommodated by existing conditions. This alternative would have resulted in a reduction of the growth rate in the southwest area. As a result, development pressures would have increased in areas which have not been designated for development in the land use plan due to environmental considerations.

IV. ENVIRONMENTAL SETTING

The City of Cottage Grove lies predominantly on a north-south flatland corridor on the southern tip of the Willamette Valley. It is approximately 20 miles south of the City of Eugene.

It extends north and south approximately five miles, with Interstate 5 running along its eastern border. This corridor is bounded on the east and west by coastal foothills that rise in elevations of 700-1200 feet. These foothills are well vegetated with plants that are generally indigenous to the Willamette Valley. In the foothills are found Douglas fir, maples, oak, sedges, blackberry shrubs and a variety of wild flowers that extend into the flatlands where there are ashes, cottonwoods, and willows.

Soils in the flatlands include sandy loam, loam and clay in the Camas, Newberg and McAlpin categories. In the foothills we find such soils as Nekia silty clays loam and the Dixonville-Philomath-Hazelair complex.

The Coast Fork of the Willamette River runs from south to north on the western edge of the City's flatland area. The river, at Harrison Avenue, is 66 feet wide at normal low water, 97 feet across from the top of the banks. The west bank slopes at .62 to 1 (0 to 1 is vertical), with a total depth of 13 feet. The east bank slopes at .56 to 1, with a total depth of 18 feet. Flow speed is approximately 1 foot/second, with an average depth of six feet.

The primary land use in the project area is single family residential and vacant land located west of the Coast Fork. Four residents are located east of the Coast Fork and west of First Street. East of First Street on Harrison Avenue is a municipal park, vacant land, the Cottage Grove Fire Station, and seven residences.

The Goshen-Divide Highway is located three blocks east of the proposed bridge and is commercially developed. To the south is an old mill site not currently in use and designated for light industrial use in the Cottage Grove Comprehensive Plan.

The residential development west of the Coat Fork and the proposed bridge is a result of the comprehensive planning efforts which have encouraged such development since 1967. Full urban services are in use in the developed areas and have been programmed and constructed to serve the remaining undeveloped parcels within the southwest area.

There are four sites of local historic importance along South River Road. Three homes, constructed in the 1890's, serve as an architectural reminder of local history. These homes are on the west side of River Road, approximately 1200 feet north of Harrison Avenue.

The Chambers Railroad Bridge is located 200 feet south of Harrison Avenue. Spanning the Coast Fork, the covered wooden railroad bridge is of local historical importance. The proposed project will allow this bridge to be more readily viewed. It will also reduce traffic volume on South River Road and thereby preserve the residential serenity of the area. Hence there will be no adverse impacts upon historical properties, as confirmed by the State Historic Preservation Office (See Attachment A of Appendix).

An archeological study was made of the project site on June 15, 1977, by Dr. Melvin Aikens of the University of Oregon. The area along the Coast Fork was frequented by Indians and archeological sites are common. However, an inspection of the project site revealed no evidence of artifacts.

If, during excavation, any evidence is uncovered which indicates the presence of artifacts, the archeologists will be contacted for further investigation.

The City of Cottage Grove owns, or maintains use easements on the majority of property along the east side of South River Road adjacent ot the river, from Main Street south to Harrison Avenue (See Figure 4). The property was acquired with the cooperation of the Bureau of Outdoor Recreation and the Oregon Willamette Greenway Program. Although it is used by pedestrians, it is

# WILLAMETTE GREENWAY

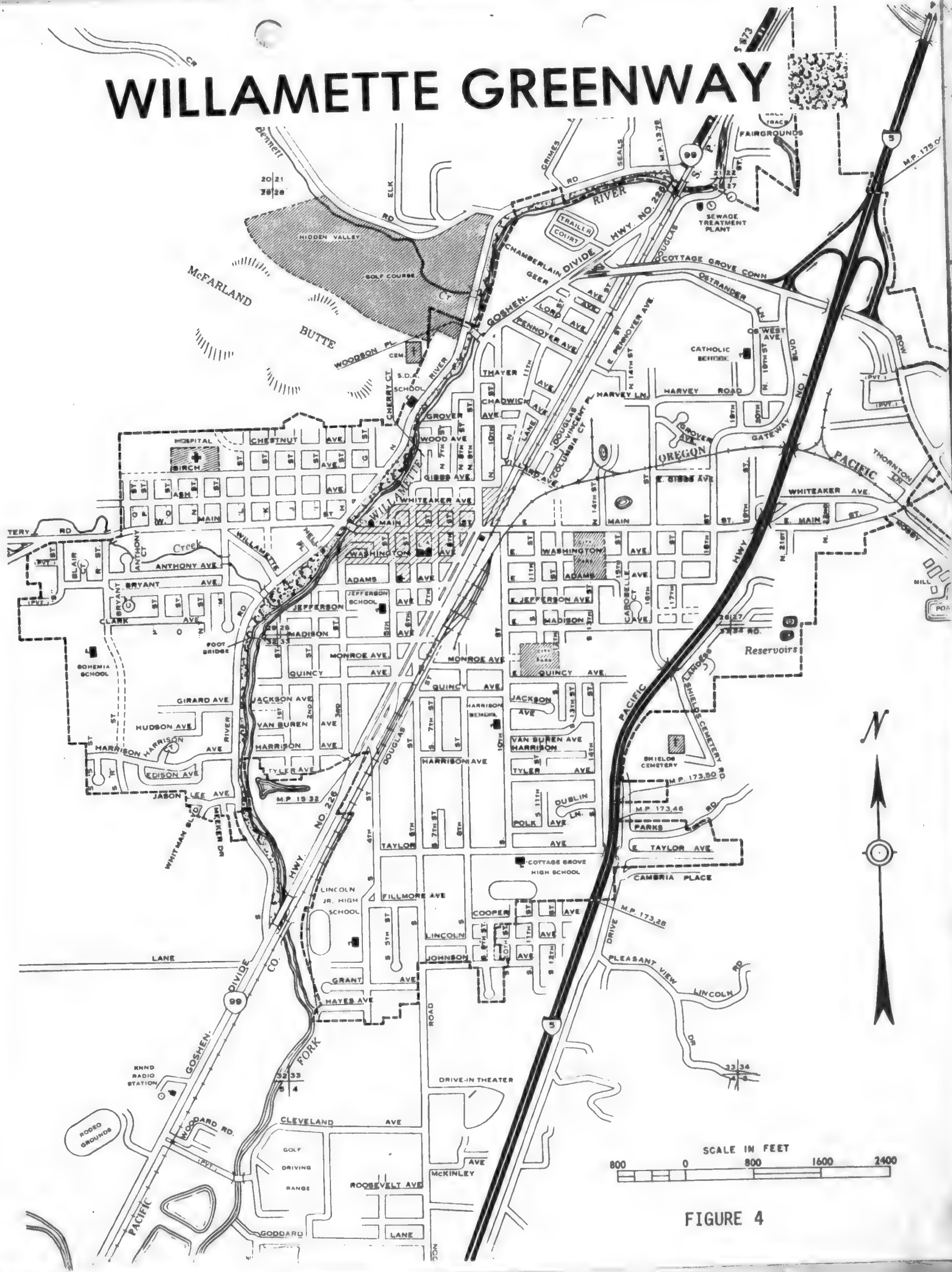


FIGURE 4

not developed, except for a portion near the Main Street Bridge. With the exception of a proposed bikeway, there are no plans for future development. Greenway property through the project area is maintained as open recreation area, in accordance with the intent of the Willamette Greenway program.

Recent traffic counts at the intersection of Main Street and South River Road indicate that an average of 640 vehicles per day utilize Main Street as access to the southwest portion of the City.

A 1971 Transportation Study conducted by the Oregon Department of Transportation indicated that there would have been 700 vehicles per day in 1971, and about 1600 vehicles per day in 1995, crossing the proposed new bridge.

The residential development of the southwest section of Cottage Grove is reflected in the Cottage Grove Comprehensive Plan and the Cottage Grove Capital Improvement Plan. Development is proceeding rapidly and is consistent with these adopted plans. Currently, 120 residential units exist, in the immediate vicinity, eighty units are planned for construction in 1978, 90 units in 1979.

Projecting an average of eight vehicle trips per unit per day, there is a potential for 1600 trips per day in 1978 and 2320 in 1979 generated solely from new residential units in the immediate vicinity.

A new elementary school has recently been completed within the southwest area and has further increased the traffic volume and increased pedestrian traffic.

The Cottage Grove Fire Station and Ambulance Service is located 600 feet east of the proposed connection. The existing emergency response time to the center of the southwest area is an average of seven minutes. The completion of the connection will result in an estimated response time of one and one-half minutes.

## V. ENVIRONMENTAL IMPACTS AND MITIGATION

### Land Use

The proposed project will not directly affect land use within the project

area. Existing development patterns are consistent with local and regional policies relating to land use, transportation and existing zoning.

Indirect land use impacts are those generated by the presence of new or easier access. In this respect, the east-west connection will not only better serve existing development but is expected to facilitate new development. This development will be of a residential nature which includes parks, schools, and other uses incidental to residential development.

The project is an integral part of land use plans in the area and will ensure implementation of development concepts consistent with adopted land use goals.

Water Quality

The proposed bridge would span the river and not create any diversion of, or encroachment into the river. Water quality will not be affected. Under Alternative II, however, the removal of the dam would result in a temporary increase in stream turbidity.

Vegetation

Alternatives I and II would require the removal of several maple and alder trees. The loss of this vegetation would be minimal due to the poor condition of the alders and the close proximity of identical species.

Landscaping will be provided on the bridge approach shoulders to blend project with existing vegetation.

Air Quality

The air quality in the Cottage Grove area is relatively good. Field burning problems which plague the Willamette Valley seldom reach the southern tip of the Valley. Generally, the absence of heavy polluting industry or large population centers has resulted in minimal air pollution problems.

It is anticipated that the project would result in a reduction of auto emissions by providing a more direct connection to major transportation routes.

Traffic

The construction phase may temporarily and intermittently disrupt traffic patterns, since the project would create a new intersection on South River Road. River Road would remain a through street with stop signs on Harrison Avenue.

The three-way intersection at the Goshen-Divide Highway would not be altered under proposed plans. One stop exists for eastbound traffic on Harrison. The intersection would be monitored upon completion of the project to determine if additional protection or signalization will be necessary.

The primary effect of a new bridge in the southwest part of Cottage Grove would be the diversion of traffic from other existing facilities. The 1971 Transportation Study indicated that 500 and 100 vehicles per day would have been diverted from the Main Street Bridge and South River Road, respectively, in 1971. Projections for 1995 indicate that 1300 and 200 vehicles per day would be diverted from the above existing facilities to the new bridge.

Right-of-Way

The only new right-of-way required for this project is a small (1600 square feet) parcel located at the bridge crossing site (See Figure 5). This parcel is currently part of eight acres of Willamette River Greenway property located within the Cottage Grove city limits.

The Greenway is a narrow strip of land in which the natural, scenic, historical and recreational qualities are to be preserved (Greenway Law, ORS 390.310-368, enacted in 1973). Intensification of use within the Greenway strip is, by law, to be limited. The subject proposal is consistent with this intent because of replacement provisions discussed below.

There are no recreational facilities on the Greenway. Facilities that do exist are limited to some benches, walkways, and landscaping of a developed parcel between Nellis Place and Main Street, none of these would be adversely affected by the project, nor would access to the Greenway.

# WILLAMETTE GREENWAY
## INVOLVEMENT

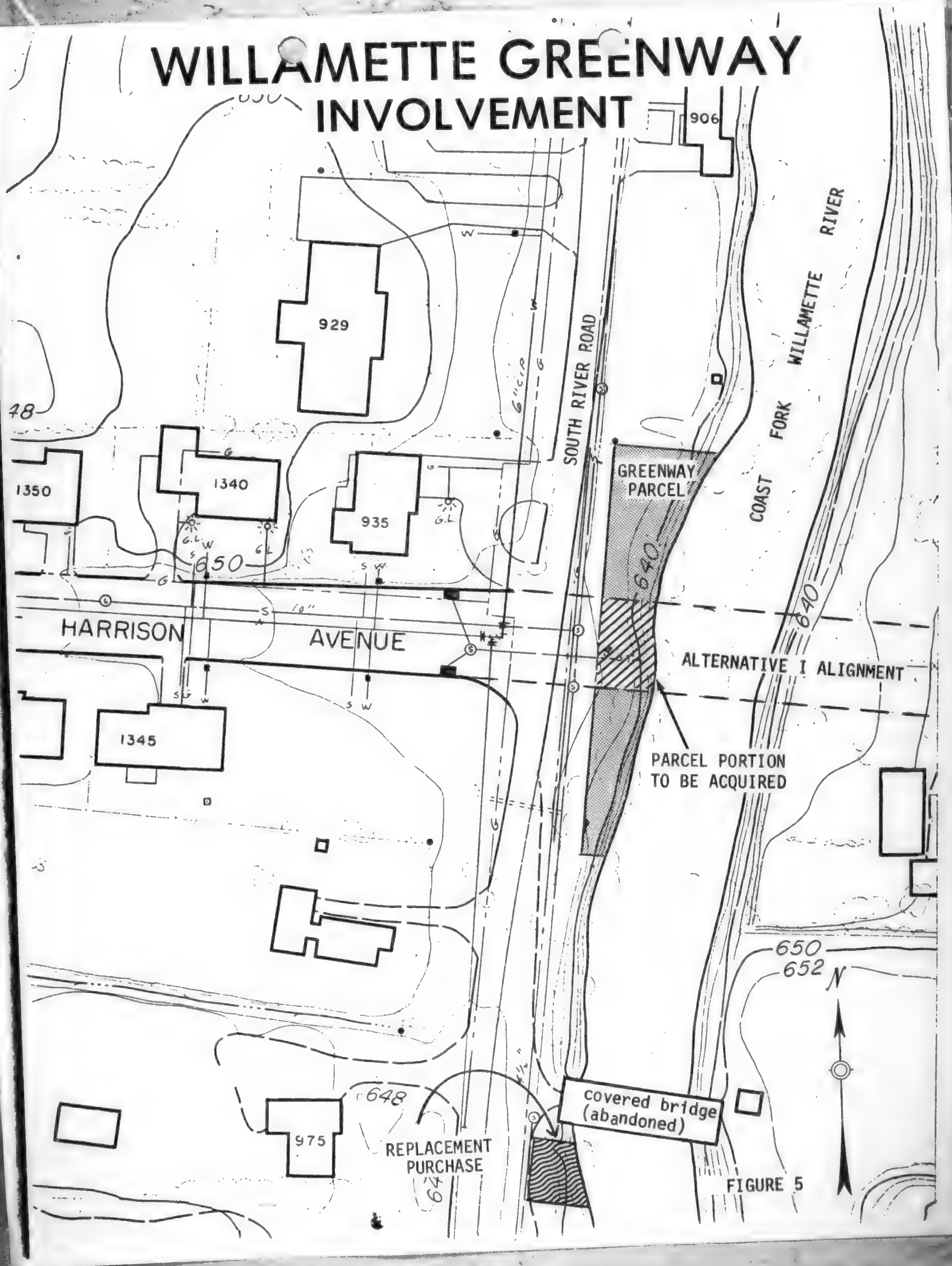


FIGURE 5

The City used Land and Water Conservation funds received from the Heritage Conservation and Recreation Service (formally the Bureau of Outdoor Recreation) to acquire the property and is therefore subject to Section 6 of the 1964 Land and Water Conservation Fund Act (P.L. 88-578, 16 U.S.C. 460) which reads in part:

> No property acquired or developed with assistance under this section shall, without the approval of the Secretary, be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location.

The State of Oregon has entered into an agreement with the Heritage Conservation and Recreation Service which fully complies with the replacement provisions stipulated in Section 6 above; refer to Attachment B for a copy of this agreement. In essense this agreement states that replacement of the converted land will occur before construction takes place. The actual replacement purchase will occur once the subject project receives design approval. The replacement parcel, as identified in Figure 5, is located a distance south of the proposed crossing.

Noise

The immediate project area is predominantly single-family residential with an average density of 4 units per acre. Three residences have direct access to Harrison Avenue within the project limits. The Cottage Grove Fire Station and a park (playground) lie 400 feet east of the project.

Traffic studies project a significant drop in traffic volumes from the Main Street Bridge and South River Road once the Harrison Avenue Bridge is opened. However, the positive effect of diverting traffic from these streets and reducing congestion in the central business district will cause a significant change to existing noise environment east of the river where Harrison Avenue is currently a dead end street.

Little traffic growth is expected on Harrison Avenue for a no-build alternative. The traffic used in the noise prediction analysis are shown in Table 1 for the build alternative.

The NCHRP Report 117/144 computer model was used to predict noise levels at the right-of-way line (minimum 20 feet distance from right-of-way line to centerline of nearest lane of traffic). This model computes noise levels using vehicular volumes, the truck percentage, the vehicular speeds, and topography. Traffic noise was predicted at the right-of-way to determine if the residences adjacent to Harrison Avenue would be impacted. Peak hour and peak truck hour traffic volumes were analyzed for 1978 and 1988. The peak hour traffic produces a slightly higher noise level and is used as the worst case. The 1978 and 1988 traffic noise levels are predicted to be $L_{10}$ 67 and 69 dBA respectively. These noise levels are below the $L_{10}$ 70 dBA design level (this level is given in FHPM 7-7-3 as maximum level for residences, schools, churches, and other activities).

TABLE 1

TRAFFIC DATA

| | Average Daily Traffic | | Peak Hours | | Peak Truck Hours | |
|---|---|---|---|---|---|---|
| | Total Vol. | Trucks | Total Vol. | Trucks | Total Vol. | Trucks |
| 1978 | 900 | 9 | 120 | 1 | 90 | 2 |
| 1988 | 1300 | 13 | 170 | 2 | 124 | 3 |

Residents located adjacent to the right-of-way line will not receive noise above the design noise levels, but will be impacted by the expected 20 + dBA increase in traffic noise levels in 1978. Residences adjacent to Harrison Avenue between 1st Street and 2nd Street experience higher existing noise levels due to the traffic generated noise from the Goshen-Divide Highway. However, they would still be impacted by projected traffic noise increases of from 5 to 20 dBA upon completion of the project.

Higher noise levels of only about 5 dBA in 1978 and 1988 are anticipated for areas adjacent to Harrison Avenue between 2nd Street and the Goshen-Divide Highway, including a playground. This lower increase, as compared to the other residences on Harrison Avenue, is due to the fact that the dominant source of existing noise levels here is traffic on the Goshen-Divide Highway. The traffic noise would not substantially exceed existing levels, and thus this area, including the playground, will not be impacted by traffic noise.

Excessive traffic noise could be mitigated by sound barriers, such as suitable walls or earthen berms. Sound reducing barriers, however, should be long enough or situated so as to prevent the flanking of noise around the ends of barriers. Barriers must also be continuous without breaks or holes to be effective. Three residences adjacent to the right-of-way have direct access to Harrison Avenue. Design of effective sound barriers is not feasible without eliminating their access to the street. Requirements for direct access to Harrison Avenue precludes the effective mitigation of noise impacts with sound barriers, therefore no mitigation is proposed.

A fourth residence with access to another street could have traffic noise impacts mitigated without eliminating the access. Further investigation showed a projected noise level of $L_{10}$ 55 dBA for 1988 (assuming completion of the project) at the near edge of the house. This projected level does not substantially exceed the existing noise levels. The garden area impacted is not considered an outside activity area and proposed noise mitigation appears impractical. Therefore, no mitigation is proposed.

Since the playground would not be significantly affected by noise level increases as a result of this project, no mitigation is proposed.

Areas adjacent to the project will also be exposed to additional noise levels during construction. These noise levels will come from the construction equipment used. The typical range of noise levels for construction equipment at (50 feet) is from 70 dBA to 100 dBA. Residences adjacent to Harrison Avenue will be exposed to high noise levels from individual pieces of equipment. Construction noise, although shorter in duration, can be quite annoying especially during quieter periods. A significant reduction in construction noise impacts can be achieved by prohibiting construction work on Sundays, legal holidays, and on other days between the hours of 10:00 p.m. and 6:00 a.m. In this manner, construction noise would not protrude into the quieter nighttime period. This requirement will be included in the construction specifications. Exceptions to this requirement may be approved by the project engineer.

Public Hearing

A public hearing was conducted on March 29, 1978 in the City of Cottage Grove. Three citizens attended and all favored Alternative 1. Other comments were related to removing the diversion dam on the Coast Fork, potential flooding of the proposed bridge, and traffic control improvements to South River Road.

These comments are answered as follows:

--removing the diversion dam on the Coast Fork...Since Alternative 2, which called for this action, has been rejected this is no longer a concern.

--potenital flooding of the new bridge...In recent years high water has been controlled to maximum allowable discharge levels by Cottage Grove reservoir. The bridge has been designed to pass these maximum discharge levels.

--traffic control improvements to South River Road...Stop signs will be used on Southern River Road at its proposed intersection with Harrison Avenue.

## VII. SUMMARY AND BASIS FOR NEGATIVE DECLARATION

The proposed project would provide a necessary east-west connection between the residentially developing southwest section of the city and the major north-south transportation routes.

The major beneficial impacts would be the reduction of traffic through the central business district and along South River Road. The project would reduce the existing negative impact of vehicular traffic to historic sites, parkland, and residences located on South River Road. Air quality should slightly improve.

The noise analysis indicates a substantial increase on Harrison Street, east of the river, but the projected noise levels are below the maximum allowed. Currently, however, the project would result in a slight reduction of noise levels within the central business district and a substantial decrease along South River Road.

This project constitutes a Category 3 Major Action. It is the conclusion of this study that the implementation of the project, as proposed, would not have a significant adverse impact on the quality of the human environment of a magnitude to require the processing of an Environmental Impact Statement.

Concurred in by:

E T Hunter — 7-31-78

Technical Services Engineer — Date

L R Green — 8-21-78

FHWA Division Administrator — Date

# APPENDIX

ATTACHMENT A

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

# STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Branch

525 TRADE STREET S.E., SALEM, OREGON 97310

DATE: June 21, 1977

Jay Turley, Administrative Assistant
400 Main Street
Cottage Grove, OR 97424

Re: F.A.U. Bridge Construction Project
PNRS # 7702-2-150

Dear Sirs:

This letter is in response to the cultural resource survey carried out to assess impact of the above mentioned project on historic and archeologic sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern.

Sincerely,

Paul B. Hartwig
Historic Preservation Coordinator

EL:ko

UNITED STATES
DEPARTMENT OF THE INTERIOR
Bureau of Outdoor Recreation

State Oregon

Project Amendment No. 41-00130.3

AMENDMENT TO PROJECT AGREEMENT

THIS AMENDMENT TO Project Agreement No. 41-00130 is hereby made and agreed upon by the United States of America, acting through the Director of the Bureau of Outdoor Recreation and by the State of Oregon, pursuant to the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964).

The State and the United States, in mutual consideration of the promises made herein and in the agreement of which this is an amendment, do promise as follows:

That the above-mentioned agreement is amended by adding the following:

Approximately 1,600 square feet of land acquired in Cottage Grove under Project 41-00130-33 is to be converted to non-recreation use. To meet the requirements of Section 6 of the Land and Water Conservation Fund Act, replacement of this property is required. The land to be converted is a portion of Tax Lot 1200; the replacement land is Tax Lot 3800 as shown on the enclosed map.

The State of Oregon agrees to replace, or cause to be replaced, the converted land prior to the begining of the non-recreation use.

In all other respects the agreement of which this is an amendment, and the plans and specifications relevant thereto, shall remain in full force and effect. In witness whereof the parties hereto have executed this amendment as of the date entered below.

THE UNITED STATES OF AMERICA

By Maurice H. Lundy
(Signature)

Regional Director
(Title)

Bureau of Outdoor Recreation
United States Department of
the Interior

Date JUN 27 1977

STATE

Oregon
(State)

By Gary A. Scott
(Signature)

Gary A. Scott
(Name)

State Recreation Director
(Title)

INT:1566-74

BOR 8-92a
(Rev. Mar. 1967)

8898

8

August 17, 1977

NOTED
E. S. HUNTER

Glen Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem OR 97301

RE: Coast Fork Willamette River
(Harrison) Bridge
Cottage Grove
Lane County

Dear Mr. Green:

I am attaching correspondence dated June 15, 1977, June 20, 1977 and July 12, 1977 that represents the consummation of an agreement to remove a certain parcel of land from the Willamette River Greenway and to replace the parcel in kind. The June 27, 1977 agreement with the Bureau of Outdoor Recreation was undertaken with the expressed intent of utilizing a portion of the parcel for street right-of way. That agreement has been executed by the City of Cottage Grove and the State of Oregon.

Also attached is a letter from the Coordinator of River Programs, Oregon Parks Branch stating that the parcel is no longer part of the Greenway and is no longer a park. Therefore a Section 4(f) Determination is not required for the project. Your approval of final negative declaration on the subject project is requested.

Sincerely

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter
Manager
Environmental Section

RECEIVED
TECHNICAL SERVICES
AUG 17 '78
REFER TO
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

GAP ss

Attachments

bc: E. S. Hunter
Alfred Shirley
D. H. Moehring

8898

Cottage Grove

CONSULTING ENGINEERS

August 1, 1978

OREGON STATE HWY. DEPT. EUGENE, OREGON
RECEIVED
AUG 3 1978

Mr. William Guenzler
Director of Planning & Development
City of Cottage Grove
400 Main Street
Cottage Grove, Oregon 97424

Re: Coast Fork Willamette River
Harrison Avenue Bridge #16321
FAU 6560
OBEC Project No. 158-1

Dear Mr. Guenzler:

This letter is intended to be a status report on the preliminary engineering for this project. To best do this we will summarize the work done to date, set forth our proposed design schedule, and then list some of the items that will require clarification by or action on the part of others.

SUMMARY OF WORK TO DATE

| | |
|---|---|
| 2/2/77 | Sketch of bridge and street cross-sections submitted to City by OBEC for funding request. |
| 3/10/77 | OBEC drawing File #2361 (copy enclosed) showing site plan, street alinement and typical sections of bridge and street submitted to City and County for review. |
| 3/30/77 | OBEC drawing File #2361 submitted to State for review. |
| 7/21/77 | Final lane designations made for bridge, i.e., outside lanes westbound and eastbound and center lane left turn to south on River Road. |
| 3/28/78 | Draft negative declaration circulated. |
| 3/28/78 and 3/29/78 | Corridor and design hearings held in Cottage Grove City Hall. |
| 5/30/78 thru 6/2/78 | Test holes for foundation information were drilled by the State Department of Transportation and data forwarded to OBEC. |

Copy to Ellis Jones

P.O. BOX 72 • SPRINGFIELD OREGON 97477 • (503) 746-9673

7/24/78 and 7/25/78 — Site survey performed by OBEC survey crew.

PROPOSED SCHEDULE FOR PRELIMINARY ENGINEERING

| | |
|---|---|
| Submit hydraulic report for review | 9/15/78 |
| Submit preliminary design report for review | 9/15/78 |
| Apply for Corps of Engineers permit | 10/20/78 |
| Apply for State Land Board permit | 10/20/78 |
| Submit preliminary plans for review | 10/20/78 |
| Complete final design | 12/08/78 |
| Deliver tracings, draft specifications and cost estimate to State. | 1/05/79 ✓ 9-14-78 |
| Bid date | 3/22/79 Present schedule |
| Estimated completion of project | 9/01/79 6-28-78 LW |

NEEDED ACTION BY OTHERS

1. Right-of-way pins to be set (see proposed location on enclosed OBEC drawing File No. 2361). Would like to have this done by August 25th. OBEC will then tie our survey to R/W.

2. Need to establish project limits. How much of the intersections at S. River Road and at 1st Street will be involved.

3. What in the way of traffic signing will be required by the City? Is a traffic signal at the intersection of S. River Road to be included in the project?

This is where we are at the present time. The most important step right now is to set the R/W pins so that we can establish the road and bridge alinement more accurately.

Very truly yours,

L. F. Pierce
Chief Engineer

LFP:seb
enclosures

cc: George Price
Jack Ayres ✓
Ellis Jones
Walt Hart

8098

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

# HIGHWAY DIVISION

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

April 24, 1978

Mr. Phillip Kushlan
City Manager
City of Cottage Grove
400 Main St.
Cottage Grove, OR 97424

Dear Mr. Kushlan:

This will acknowledge your letter of April 17, 1978, transmitting the final negative declaration, council action and the transcript of the hearing for your FAUS Harrison Street Bridge project no. M-6560( ).

By a copy of this letter the final negative declaration is being given to Mr. Eb Engelmann, Regional Environmentalist, for review and forwarding to our Environmental Office in Salem.

Also, by a copy of this letter I am forwarding a copy of the Transcript and City Council Resolution No. 739 to the Project Management Section for further processing.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
Dave Jones
Ellis Jones
Eb Engelmann

Buz Swan

6-1-78
Jack Ayres called OBEC. re. status of plans & specs. and bid letting date. They will have pre plans to Bridge Section in July 78, and want a October bid letting.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
APR 26 1978
File: PM FA
TAA Zahner LG OP

Region office copy

# City of Cottage Grove

400 Main Street Cottage Grove, Oregon 97424

April 17, 1978

OFFICE OF THE CITY MANAGER:

Reviewers of Final Negative Declaration
Coast Fork of the Willamette River
Harrison Avenue Bridge
Cottage Grove, Oregon 97424

Attached is the Final Negative Declaration for the Harrison Avenue Bridge project in Cottage Grove, Oregon. We are submitting the document for final review and approval. We request that approval be granted based on the findings and recommendations included herein.

Your consideration of this request and the attached document will be appreciated.

Very truly yours,

Phillip K. Kushlan
City Manager

PKK:gm

Attachments

(our copy)

Eb. please Review and Acknowledge.
Glen

RESOLUTION NO. 73[illegible]

A RESOLUTION ACCEPTING AND APPROVING A FINAL NEGATIVE DECLARATION AND CORRIDOR DESIGN FOR THE HARRISON AVENUE BRIDGE CONSTRUCTION PROJECT.

WHEREAS, the construction of a bridge over the Coast Fork of the Willamette River at Harrison Avenue will benefit the health, safety, and welfare of the citizens of Cottage Grove, and

WHEREAS, funds are available through the Federal Highway Administration, and

WHEREAS, the environmental effects have been studied and a draft negative declaration has been prepared and

WHEREAS, a corridor design informational hearing and public hearing has been held and,

WHEREAS, adequate opportunity for testimony, written and oral has been provided and no objections have been received, and

NOW, THEREFORE, it is the decision of the City Council of the City of Cottage Grove to approve the final negative declaration and corridor design for construction of a bride over the Coast Fork of the Willamette River at Harrison Avenue, and

BE IT FURTHER RESOLVED, that the aforesaid final negative declaration be forwarded to the Federal Highway Administration for final acceptance.

Passed by the Council and approved by the Mayor this 10th day of April, 1978.

ATTEST:

Lois G. Howes
LOIS G. HOWES - CITY RECORDER

APPROVED:

James R. Shirley
JAMES R. SHIRLEY - MAYOR

HARRISON STREET BRIDGE HEARING TRANSCRIPT

MARCH 29, 1978

Phil Kushlan stated that they would start with some introductions this evening for those who are here that do not know everybody else. I am Phil Kushlan, City Manager, as you probably know, Bill Guenzler, Director of Planning and Development, Glen Clark, Regional Federal Aid Engineer with the State Highway Division in Roseburg, Don Harwell, City/County Coordinator with the State Highway Division in Salem, and Wally Palmateer from Oregon Bridge who is the engineering consultant who designed the project.

The reason that we are here this evening is to hold a hearing which is a combination corridor and design hearing, and testimony will be accepted and considered on corridors as well as the 3 "build" alternates that are being presented on the display on the wall. Both written and oral statements will be taken this evening. Written statements may also be submitted within the next 10 days and should be directed to the Office of Planning and Development at City Hall.

This hearing, including all statements and comments, will be transcribed verbatim and sent to the State Highway Division Office for their review. All testimony given at tonight's hearing will be evaluated to determine the socio-economic impact, the environmental effects and the feasibility of the proposal.

The purpose of the project that we are considering is to alleviate traffic congestion within the central business district of Cottage Grove and along South River Road by providing an alternate east-west link between the Goshen-Divide Highway and a major residential area in the southwest portion of Cottage Grove.

The three "build" alternates and the "no-build" alternate are being considered. Alternate 1 would complete Harrison Avenue between South River Road and First Street; Alternate 2 would be to build a new street extending Whitman Avenue easterly to the Goshen-Divide Highway; Alternate 3 would improve South River Road from Main Street southerly to the Goshen-Divide Highway; the "no-build" alternate would be the maintenance of existing conditions.

Alternate 1 would consist of constructing a clear-span bridge across the river and constructing a curbed street with adequate width for two travel lanes, a median for left-turn refuges (where required), 5 foot bike paths between the travel lanes and curb, and 6-foot sidewalks on both sides. A small tract (1200 square feet) or park land will be displaced by the new street; however, this will be replaced by a parcel of equal value and size which is located just south of the Chambers Covered Railroad Bridge. Project costs would be an estimated $225,000.

Alternate 2 would consist of constructing a new clear-span bridge across the river and approximately 1200 feet of curbed street. The roadway would be the same type as described in Alternate 1. Approximately two acres of new right-of-way would have to be required. The proposal would also displace a small tract of park land which would be replaced the same as we are proposing in Alternate 1.

Alternate 3 would consist of widening and improving about 6,000 feet of South River Road. The construction work would be accomplished within the existing right-of-way; however, a strip of land along the easterly edge of the road that is now being utilized as park land will be converted to highway usage. This alternate will not provide the desired additional river crossing.

The no build alternate would retain the existing street patterns with normal periodic maintenance.

.. ..

It is not anticipated that the proposed project will directly affect land use within the project area. Existing development patterns are consistent with locally and regionally adopted policies relating to land use, transportation and existing zoning.

Indirect land use impacts are those generated by the presence of new or easier access. In this respect, the east-west connection will not only serve existing development but is expected to facilitate new development, This development will be of a residential nature which includes parks, schools, and other uses incidental to residential development.

The project is an integral part of land use plans in the area and will ensure implementation of development concepts consistent with adopted land use goals.

The project, except for Alternative II, would not require the acquisition of new right-of-way, except that 1200 square feet of land on the west bank now committed as greenway (park) property, and that is proposed to be transferred to roadway use.

The proposed bridge would span the river and not create any diversion of, or encroachment into the river. Water quality will not be affected. Under Alternative II, however, the removal of a concrete dam, which currently exists, would result in a temporary increase in stream turbidity.

Alternatives I and II would require the removal of several maple and alder trees. The loss of this vegetation would be minimal due to the poor condition of the alders and the close proximity of identical species.

Landscaping will be provided on the bridge approach shoulders to blend the project with existing vegetation.

The air quality in the Cottage Grove area is relatively good. Field burning problems which plague the Willamette Valley, seldom reach the southern tip of the valley. Generally, the absence of heavy polluting industry or large population centers have resulted in minimal air pollution problems.

It is anticipated that the project would result in a reduction of auto emissions by providing a more direct connection to major transportation routes.

Vehicular traffic is the sole significant source of noise within the project. Traffic volumes and the nomograph prediction method are utilized for assessment purposes.

Traffic volume on South River Road is the current major source of noise in the project area. The current traffic volume (1225 A.D.T.) produces an average of 63 dBA with a peak hour level of 68 dBA.

The existing noise levels east of the project site are negligible and are a result of normal residential activity on a "dead end" street.

Basically this is a summary of the project and we will accept testimony from those who are here and would like to express their feelings on the project. We have one card which has been turned in. It looks like we have two people other than the city's and the state's staff and news media. Lloyd Eastman has indicated that he wishes to make a statement.

City Manager Phil Kushlan, I am Lloyd Eastman, Manager of the Cottage Grove Chamber of Commerce and I am also on the Comp Plan Advisory Committee and they are meeting this evening. I am torn between two allegiances but I feel this is a very important matter for Cottage Grove so I am skipping the Comp Plan meeting tonight to attend this hearing. From my personal stand point as well as from the stand point of the Cottage Grove Chamber of Commerce we are tremendously interested in the Harrison Street Bridge. We have had this before the Chamber Board a number of times. You know Phil, we have asked you and the current staff to sit in from time to time. Looking at the three alternatives there, we do not have a position statement on the three alternatives but I would just venture a guess that if these were bought before the Chamber Board there would probably be a wholehearted endorsement for Alternate 1.

For several reasons: (1) you are following the original plan that the city has had under consideration for quite some time, (2) it seems to have the least negative impact upon the area and there is a negative impact to be considered and I can't see a negative impact in that area, (3) to me it seems to answer the need we have in this community for a vital east-west line in Cottage Grove. As a relative newcomer to this city I do have trouble getting around town and part of that trouble is because there is no logical east-west connection in Cottage Grove other than on Main Street. The only other alternative is the Woodson Bridge at the north end of Cottage Grove so we certainly need a vital connection on the south part of town. Again, I will probably bring in some of my personal thinking. Ruth and I have just moved into a new home down in the south part of town close to Bohemia School and to get to the Chamber office from my home on "U" Street, 953 "U" Street, I have to drive clear up to Main to go to the Chamber office. The same thing is true, of course for the other people who live in the south part of town, I should say, and want to get to the east side of Cottage Grove. So from the Chamber's stand point as well as for Lloyd Eastman personally, I vote that you proceed as rapdily as possible on the plans for the construction of the Harrison Street Bridge and I would hope that the predominance of favor would be for Alternative I. This seems to be the best one from every stand point I can look at.

(KUSHLAN) Thank you. Are there any other comments? (STONER) Are you pointing to me? Yes, sir you are the other representative of the citizens.

I am Bob Stoner and I am one of the very close neighbors of about six or seven neighbors in this proposed area. It is obviously needed. I'll make a statement and then go backwards and say that I hope it is decided on the basis of what is good for the community in the coming generations too and not decided on just what we want this week. I would like that to be a part of the decision.

In your remarks you mentioned socio-economic reasons for the bridge. I see them coming up in the brief discussion tonight. We didn't go too much into the physical part of the story but you did mention a couple of things which I thought I would mention. I don't think, if for any reason at all, the old dam is removed, it is going to change the water flow any where. It would just break down into a little pond just above that and actual flow of water almost every place else would be very much the same as it is now, I think. Another thing the artist has drawn here, maybe some of you know, whether that is low water, high water or medium water because I live this close to the water as a couple of you know. I have trees coming up the river by my house and I have to get out there with my saw and that water very frequently rises even with the protection of Cottage Grove Dam and I have seen that water half cover the greenway, immediately south of Lloyd's house and my house. That water can come up half way over the road and I am thinking this water might just come up to this bridge occasionally even with the dam because that bridge looks like to me it is almost road level and road level just isn't enough for the bridge over a long period of time. You talked about some slow down lanes but I think you were talking about slow down lanes needed east of the bridge. If you are going to have a bridge up there you are going to have to do something with the Harrison and South River Road intersection and it is going to have to be done in the nature of standardizing South River Road. It has to have the width, it has to have slow down lanes, and it has to have a stop light. I don't know what all because I am not a traffic engineer. And that again is going to be good because it will standardize the whole of South River Road and that is very important. I am afraid you are not going to get any votes for Plan No. 2 because it is too close to where South River Road hits Highway 99 and that takes care of some of that area but Harrison Street has reasonably half way between Highway 99 and Main Street. I just hope if it is designed that it will be a better bridge than our Main Street Bridge.

....

Another thing I have thought of was we think of the population area here to the west as having expanded an awful lot the past five or ten years, but that isn't the end to this growth, there is another big fat population growth coming in another ten years, and I don't know whether it will be west of what we already have or south of what we already have in southwest Cottage Grove. That is something that has to be considered. If I make any point at all please think 10 years from now or 25 years from now. Some of the things we have done haven't been very good. Some people thought I didn't want that bike path and some of the children but I did want the bike path. I really did. I think you still have to talk about bike paths because in five or ten years from now, you are going to see people riding bicycles instead of driving automobiles. You all read the newspaper and you know what the news has been about the last 48 hours, about energy, running out of it and it is a terribly serious thing and we do not have men good enough to even come up with solutions to that so we are all just guessing. So we have to think about bicycles whether we want to or not and that means all of these things that are going to come up with Harrison Street Bridge have to be thought about all together and that is good for us and good for Cottage Grove. There is one more thing I want to mention. Please don't let the same thing happen to our covered bridge that happened to our depot. Alot of us think that progress means getting in and bulldozing and we have learned that that is definitely wrong. There must be something done so we don't always bulldoze down our beautiful orchards and bulldoze down this, that and the other thing. We must not just toss the covered bridge aside, because the next generation with the beautiful greenway, that is going to come from some where or another, is going to be a beautiful park, is going to need that. It is going to be part of the character of the greenway. If you go to London and Paris they will take you in row boats in the sewers and it is suppose to be a big experience as you go through there but don't ask any body what it was like there 800 or 900 hundred years ago because those were beautiful streams.

(BILL GUENZLER) Mr. Stoner, for the record, I believe you live at 906 South River Road, is that correct? (BOB STONER) Yes. (BILL GUENZLER) Also the bike path you made earlier reference to but you supported was in reference to the earlier hearing on South River Road. (STONER) Yes, that is the meeting to which I referred.

I would like to speak as an citizen and make a request if I may. (KUSHLAN) We request that you identify yourself. I am David Learner, I live at 400 "J" Street, Apt. 3 in Cottage Grove. I would like to second a number of things Mr. Stoner said. First of all, I think Alternative I is basically the only feasible way to go. I don't have any question with the proposed design of the bridge or the roadway, however, South River Road will need some modifications through the increased traffic which is the whole point of the new bridge. Either a traffic light, stop signs, or some form of signalization with perhaps extra lanes on South River Road for people who want to turn off the bridge or turn off to South River Road from the bridge. In other words, in connection with the Harrison Street Bridge, some changes have to be made at South River Road. The road itself needs improvement, that is almost an obvious statement, but at that intersection, right there, you are going to be creating quite a lot of traffic unless plans are made to deal with the extra traffic and the southern direction it is coming from there just might be accidents and traffic problems. Along with the Harrison Street Bridge some thought should be given to improving definitely the intersection of South River Road and West Harrison as well as improving South River Road, in general as a road. I also think a second thing, if we could do something to save the covered bridge and make it a part of a city land mark, State or national land mark I think that would be a good idea because that covered bridge is nice. That is all I have to say.

(PHIL KUSHLAN) Any other comments? (BOB STONER) The covered bridge could be made into a pedestrian bridge right away, almost immediately and it would be very easy. It would require steps on the west side and eventually maybe a ramp to push a bicycle up, but that bridge might be used more than you realize.

Lloyd Eastman, again Phil. One comment I did not make but I think should be part of my testimony, that is from the Fire Department stand point. The Fire Hall is on Harrison Avenue and the bridge on Harrison is a logical connection for the fire department to get to the south and west portion of the city from their existing fire station.

(KUSHLAN) I guess that completes the hearing. The process we will be going through now is we will take the comments received tonight and make them a part of the written record describing the entire project for submission to the State Highway Division again and the Federal Highway Administration. The Federal Highway Administration, Department of Transportation, has to sign off on the negative declaration approving the project and then at that point, I understand, the design and contract will then proceed. I assume we are still looking at a project for construction this fall. Yes sir, Mr. Stoner? (STONER) You have already mentioned a change in the amount of traffic greater or lesser the bridge is going to cause. That must have been thought out pretty well by now. (KUSHLAN) Bill, can you respond to that? (GUENZLER) I think the report lists that it is expected to have 700 vehicles a day cross the bridge. That is at the opening date and obviously the bridge itself would not have been responsible for additional traffic at the point that it was opened. It did not in itself generate any thing at the time it opened. So that traffic would be removed from the dog leg movement that was mentioned earlier in the meeting. It would be removed from the River Road/Main Street type traffic and primarily other movements as well.

The more direct movement that is allowed for crossing of Harrison amounts to the total reduction in total travel in Cottage Grove that was there before because of the void in the street system.

(STONER) I guess, right now, that South River Road has definitely more automobile and truck traffic than the London Road, and more than North 99 out of Cottage Grove. Probably more than comes in from Lorane Cottage Grove from the west. It is a terribly important thoroughfare in Cottage Grove. It doesn't do its job at all. (GUENZLER) I don't have figures at my finger tips right now but it depends on which sections of North 99 you are talking about. If you are talking about the rural portions I think it probably has greater traffic than the rural portions. (STONER) That is what I am talking about. (GUENZLER) It is not a direct relationship with the project and I hate to editorialize too much. I would provide related information. What we are currently thinking, is in terms of a little longer range on South River Road? We met with Al Driver, from Lane County Public Works Department and he has requested us, as city staff, to provide to him some information regarding a proposal from the city's point of view about what it would expect to see from County roads within the city. (STONER) He is County, isn't he? (GUENZLER) Yes he is, as is River Road at that location and we are suggesting that over a period of 5 years that South 6th, River Road, Ostrander and 19th, Mosby Creek Road and Row River Road be improved to city standards and be turned over to city administration at that point. The way I see it and this is only my personal point of view so I don't want to give it any more status than that. I see that next year there will be a construction project on 6th Street, the year after that a construction project on North 99, the year after that a construction project on South 99, subsequent years some thing done on Ostrander and 19th and subsequent years a curb section put on the city parts of Row River Road and Mosby Creek Road. However, over a 5 year period, I see an annual program, one project a year until at the end of that five year program all the County roads within the City are bought to city standard.

(STONER) You didn't mention River Road. (KUSHLAN) You mistakenly called it Highway 99. (STONER) I have an idea the whole thing on River Road is waiting for a solution from our sewage problem. How close will that be? (GUENZLER) I think there is a need on River Road without connecting that improvement to the timing of the sewage treatment plant. (STONER) Then it could be tied into standardization of South River Road. (GUENZLER) Not unless somebody tries to do it, I haven't been trying to make an connection between the two. The point I was going to try to make is even if we are successful in that kind of negotiation with the County there will be a period of time when Harrison Street Bridge will be open to traffic yet there won't be a urban section on South River Road. (STONER) But do civil engineers want to go ahead with the standardization of River Road without doing something with the sewer main in front, which runs the whole length of it. They would certainly want some type of solution to that sewer main. (GUENZLER) I think at least that part of it can be coordinated. We will know the size and location of that whenever we design River Road.

(KUSHLAN) Are there any other comments on the bridge project itself. Hearing none, now at 8:15 p.m., we will close the hearing. We will send the comments to the Federal Highway Administration with the negative declaration and the date is March 29, 1978. 10 dyas are allowed for written comments on which either people here or others in the community can also provide to us.

8898

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** **FILE:** PRO 6

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

March 23, 1978

Glen L Clark

**FROM:** GLEN L. CLARK
Regional Federal-Aid Engineer

**TO:** D.H. Moehring, Manager
Office of Project Management

**SUBJECT:** Coast Fork Willamette River
(Harrison Ave.) Bridge Section
Cottage Grove FAUS
Project no. M-6560(1)

In conversation March 21, 1978 with Mr. Bill Guenzler, Director of Planning and Development, Cottage Grove, he advised that that in recent conversation with Mr. Wally Palmateer, Manager, OBE and Al Driver, Director of Public Works, Lane County, it was decided that the preliminary plans could not be in our hands by April 1, 1978.

Also, the draft negative declaration could not be finalized and approved by FHWA in the timetable for contract letting June 22, 1978.

Mr. Guenzler will now go back to Lane County and renegotiate there agreement to extend the previous deadline concerning the $55,000 county funds. The city now requests the project be set back to the August 24, 1978, bid letting schedule.

GLC/cao
cc: J.H. Versteeg
Frank Terpin
Bill Anhorn
Ellis Jones

Recommend Aug. 24 bid letting if all can be accomplished.
3-29-78

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 24 1978
File: PM FA
TAA LG OP
Please have PM change log in

8898

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE

**FILE:** PRO 6

Roseburg, Oregon
March 10, 1978

Glen L Clark

**FROM:** GLEN L. CLARK
Regional Federal-Aid Engineer

**TO:** D.H. Moehring, Manager
Office of Program Management

**SUBJECT:** Coast Fork Willamette River
(Harrison Ave.) Bridge Section
Cottage Grove FAUS
Project no. M-6560(1)

At a recent meeting with Mr. Al Driver, Director of Public Works, Lane County, we were reminded that the two party agreement (City of Cottage Grove-Lane County) stipulates that the county will pay the cost of preliminary engineering to a maximum of $55,000 providing the project is under contract by June 30, 1978. A copy of the agreement and correspondence is attached.

We have been advised by the city that a formal hearing is now planned for March 29, 1978. There is a right-of-way swap between the city and BOR which the city will document as completed next week. The status of the design by OBE Consultant Engineers will be documented in the same letter.

Would you please advance this project to June 22, 1978 contract letting schedule.

As additional information is received we will forward it to you.

GLC/cao
Encl.
cc: J.H. Versteeg
Frank Terpin
Bill Anhorn
Ellis Jones

June 22 bid letting
ok if prelim. plans
are in Salem no later
than April 1.
3/14 AStrange

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 13 1978
File: PM FA
TAA Strange LG OP
Your recommendation

DE Swan – Please accelerate
this project to June 22, 1978 letting
A Kinnis

cc Versteeg
Hart
Clark

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
# HIGHWAY DIVISION

Region 3 672-6658 PRO 6

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6658~~

March 31, 1977

Mr. Phillip Kushlan
City Manager
City of Cottage Grove
500 Main Street
Cottage Grove, OR 97424

Dear Mr. Kushlan:

This will acknowledge your letter of March 28, 1977, indicating concurrence with the agreement procedures outlined in my letter of March 17, 1977 pertaining to your Harrison Avenue Bridge FAUS project.

I am also in receipt of a letter dated March 28, 1977, from Mr. Al Driver pertaining to the same subject. It was indicated that you received a copy. Attached to this letter was a copy of the Intergovernmental Agreement pertaining to this project.

Lane County will assume the cost of both preliminary and construction engineering, back the project financially up to a maximum involvement of $55,000, providing the project is underway by June 30, 1978.

By a copy of this letter, the Program Management Section is asked to prepare a three party Construction-Finance Agreement taking into account the Intergovernmental Agreement mentioned above.

Also by a copy of this letter, Mr. Grassman, Region Design Engineer, is asked to prepare an Order to Render Service to Lane County to provide for monitoring the preliminary and construction engineering phases, review

ENTERED ON STATUS RECORD

(continued)

ROSEBURG REGION
RECEIVED
MAR 31 1977
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of plans, advertising for bids, contract plan preparation, etc. When this has been prepared, Lane County will be asked for an advance deposit to cover these items.

There is no reason for holding up the Consultants work on this project. If Lane County wishes to proceed, we have no objections. The Consultant-County agreement will be required prior to beginning the construction phase.

The assessment will continue to be developed concurrently.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien
R.W. Ellison
Bill Anhorn
Ellis Jones
John Grassman
Eb Engelmann
Al Driver - Lane County

lane county

March 28, 1977

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Dear Glen:

I concur with your letter of March 17, 1977, to Mr. Kushlan concerning the Harrison Street project.

For your information I am enclosing a copy of our agreement with the City of Cottage Grove. We will pay all the preliminary and construction engineering costs according to our annual contract with Oregon Bridge Engineering Co. without charging any of these costs to the City, State or FHWA.

If we can be of further service, please let us know.

Very truly yours,

Al Driver, Director
Department of Transportation

AD:nlj

Enclosure

cc: Phil Kushlan

COURTHOUSE - PUBLIC SERVICE BUILDING / DEPARTMENT OF TRANSPORTATION / 125 EAST 8TH AVENUE / AL DRIVER, DIRECTOR / EUGENE, OREGON 97401 / PHONE (503) 687-4222

INTERGOVERNMENTAL AGREEMENT

THIS AGREEMENT entered into this _____ day of _____, 1977, by and between CITY OF COTTAGE GROVE , a municipal corporation, hereinafter referred to as CITY, and COUNTY OF LANE, a political subdivision of the State of Oregon, hereinafter referred to as COUNTY.

WHEREAS, the Board of County Commissioners by Order has adopted an Arterial Highway Financing Program to serve the incorporated cities of Lane County,

WHEREAS, the Lane County Home Rule Charter and ORS 373 authorizes the County to expend funds for aid to cities in the improvement, construction, or repair of streets within a city.

NOW, THEREFORE, IT IS HEREBY AGREED by the parties as follows:

1. Conditions governing COUNTY participation in the Arterial Highway Financing Program are set forth in the Lane Manual, Sections 15.705 to 15.755 which are hereby incorporated herein and made a part of this agreement.
2. The work to be completed under this agreement is the Federal Aid Urban Fund Project of Harrison Avenue from First Street to South River Road.
3. The cost of this project shall be shared by COUNTY not to exceed $55,000.
4. In addition, County will make direct payment to engineering consultant for costs of project preliminary and construction engineering.
5. City shall be responsible for obtaining all necessary permits.
6. No assessment for these improvements will be levied by COUNTY; CITY shall certify that the project has been designed, plans and specifications prepared and all necessary right-of-way obtained for said project.
7. CITY or other responsible agency shall prepare the plans and specifications, call for bids, and award contracts on the aforementioned projects no later

than June 30, 1978. In the event bids are not awarded within that time, this agreement shall be null and void in order that COUNTY funds may be available for other priority projects.

8. Upon written notice from CITY indicating the contract price for each project, COUNTY shall deposit with CITY a payment not to exceed $55,000. Such notice shall be mailed within fifteen days after the bids are awarded. Such payment shall be considered as final payment by COUNTY; CITY shall pay one hundred percent for all project overruns and may retain all project underruns.

9. CITY or other responsible agency shall have contracting authority for the aforementioned project and shall provide the construction authority.

10. CITY shall assume all responsibility for maintenance of the project after the contracts have been completed and accepted.

IN WITNESS WHEREOF, the parties hereby agree this _____ day of _____, 1977.

FOR THE CITY OF COTTAGE GROVE, OREGON

By_____

Title_____

FOR LANE COUNTY, OREGON

By_____
Robert J. Elfers
Chief Administrator

# City of Cottage Grove

400 Main Street Cottage Grove, Oregon 97424

March 28, 1977

OFFICE OF THE CITY MANAGER:

Glen L. Clark
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

RE: HARRISON BRIDGE

Dear Glen:

We concur that the consultant agreement for the Harrison Bridge Project be a document between Lane County and their retained consultant.

The construction finance agreement should be a three party agreement between the State, County and the City.

We appreciate your continued cooperation with this project.

Sincerely,

Phillip K. Kushlan
City Manager

PKK:gm

8898

# City of Cottage Grove

400 Main Street Cottage Grove, Oregon 97424

OFFICE OF PLANNING & DEVELOPMENT

February 22, 1978

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
FEB 24 1978
File: PM FA
TAA ____ LG OP

Mr. Eb Engleman
State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Eb:

Enclosed are copies of the notice for the Harrison Bridge hearings. It is our understanding that the Highway Division will distribute the notices to the various division and individuals within the Oregon Department of Transportation that require notification.

The first public notice will appear on February 23, 1978 in the Cottage Grove Sentinel. In addition, notices have been mailed to all other individuals and agencies as indicated by the notification listing you provided (with some editing) and local agencies, such as the County and L-COG.

We are not sure who will forward this information on to others, but we figure if you don't, you will know who should.

Again, thanks for your continued assistance.

Sincerely,

G. Jay Turley

G. Jay Turley
Administrative Assistant

Enclosures

GJT:jb

Carolyn - Please send copies of this to.
Counter
Potter
Versteeg
Terpin
Boyd
Mochrimg
Ellis Jones
Bill Anhorn

ROSEBURG REGION
RECEIVED
FEB 23 1978
RE | RME | RCE | ROE | TE
RUE | DES | RSR | FILE |
RSN | RAE | RBI |

Glen, Let's discuss—

NOTICE OF CORRIDOR/DESIGN

INFORMATIONAL AND PUBLIC HEARINGS

NOTICE IS HEREBY GIVEN THAT THE CITY OF COTTAGE GROVE WILL HOLD A PUBLIC HEARING PERTAINING TO THE PROPOSED PLANS FOR THE EXTENSION OF HARRISON AVENUE AND CONSTRUCTION OF A BRIDGE OVER THE COAST FORK OF THE WILLAMETTE RIVER WITHIN THE CITY OF COTTAGE GROVE, OREGON.

THE PROPOSAL CONSISTS OF BRIDGE AND STREET APPROACH CONSTRUCTION. THE BRIDGE WOULD CLEAR-SPAN THE RIVER. THE TOTAL LENGTH OF THE PROJECT WOULD BE 560 FEET.

THE INFORMATIONAL SESSIONS WILL BE HELD, WITH PLANS FOR THE PROPOSAL ON DISPLAY, ON MARCH 28, 1978, AT CITY HALL COUNCIL CHAMBERS, COTTAGE GROVE, OREGON, BETWEEN THE HOURS OF 1:00 P.M. TO 5:00 P.M. AND 7:30 P.M. TO 9:30 P.M. INTERESTED PERSONS MAY EXAMINE THE PLANS AND OTHER PERTINENT INFORMATION.

THE FORMAL PUBLIC HEARING PERTAINING TO THE CORRIDOR AND DESIGN FEATURES WILL BE HELD IN THE COUNCIL CHAMBERS, CITY HALL, IN COTTAGE GROVE ON MARCH 29, BEGINNING AT 7:30 P.M. AT WHICH TIME ANY INTERESTED PERSON DESIRING TO EXPRESS AN OPINION PERTAINING TO CITY'S PROPOSAL IS INVITED TO DO SO, AND IN ADDITION, MAY SUBMIT WRITTEN STATEMENTS AT THE HEARING OR TO THE CITY OF COTTAGE GROVE WITHIN TEN (10) DAYS AFTER THE PUBLIC HEARING. SCHEDULES FOR CONSTRUCTION WILL BE DISCUSSED AT THE FORMAL HEARING.

A STATEMENT REGARDING THE ENVIRONMENTAL AFFECTS THIS PROPOSED PROJECT WILL HAVE ON THE AREA WILL BE AVAILABLE AT THE CITY OF COTTAGE GROVE, 400 MAIN STREET, COTTAGE GROVE; THE MUNICIPAL LIBRARY, SOUTH 6TH STREET; AND AT THE HEARINGS ON MARCH 28TH AND 29TH, FOR REVIEW AND INFORMATION.

IF ANY QUESTIONS ARISE PERTAINING TO THIS MATTER, PLEASE CONTACT MR. JAY TURLEY, ADMINISTRATIVE ASSISTANT, CITY HALL, PHONE: 942-3349.

DIRECTOR OF PLANNING & DEVELOPMENT
CITY OF COTTAGE GROVE, OREGON

Form FHWA 121 (Rev. 5-73)

8898

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 13, 1977

In reply refer to: HBA-OR

SUBJECT: Oregon Project No. M-6560(-)
Coast Fork Willamette River
Draft Negative Declaration

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

We are returning the subject Draft Negative Declaration with the opinion that further work is necessary to produce a desirable document. You will recall that the Study Committee Meeting on 9-27-77 was cancelled pending resolution of the question over whether the document was a combination 4f/ND statement. Consequently, no comments were addressed at that time.

The statement has now been reviewed as a Negative Declaration, and numerous comments have been generated. We are attaching a list of these comments for consideration, and have enumerated several major questions below.

1. The section titled, "Parkland Involvement" does not provide the necessary information as required by FHPM 7-7-2, para 20i(1), (5), (6), (7), (8), and (14). The parcel map is not adequately addressed nor is the DOI letter transferring property.

2. Experience with 2-way bikeways adjacent to motorized traffic has been shown to be unsatisfactory in most situations. A 5-foot bikeway is recommended on each side of bridge to allow cyclists to flow with traffic.

3. A 14 ft. left turn lane is an advisable width according to AASHTO.

4. Cost data should be included (ROW, construction, etc) to show the advantage of alternate #1 versus the others.

We will be glad to discuss any questions you may have relating to our comments, and will continue to work closely with your personnel to advance this project.

for G. K. Hoseman
G. L. Green

RECEIVED
TECHNICAL SERVICES
DEC 14 '77
REFER TO
FOR

| Info | Inve. | R/D | D/R | Sign | Act | File |
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| | K | | | | | |

8898

# City of Cottage Grove

400 Main Street Cottage Grove, Oregon 97424

OFFICE OF CITY PLANNER October 26, 1977

Mr. Eb Engleman
Region Environmentalist
State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Eb:

Enclosed is the latest revision to the Harrison Bridge Negative Declaration. We have tried to adequately address the comments raised by the Review Committee, as follows:

1. Cover Page - We like it. If you feel significant problems will arise due to the cover, feel free to remove it.

2. Table of Contents - It may not be necessary but we have included it.

3. Trip making ratio has been adjusted.

4. The scale of maps depicting project area are not of sufficient scale to accurately depict alternatives. Perhaps reference to index would assist in locating maps showing alternatives.

5. Proposed bridge section has been revised. A 12 foot left turn lane has replaced the 10 foot turn lane and a one-way 10 foot wide bike way has replaced the two 5 foot bike ways.

6. The project description has been changed to include general statements which could be applied to any of the alternatives available.

7. We have attempted to outline the alternatives to best demonstrate that there are no prudent alternatives, including "no build", which do not have an impact on parklands. The specific descriptive information requested - such as traffic volumes - would not be altered from the proposed project or the current traffic volumes. Relocation of the bridge would not alter the typical section. No build or improving only South River Road would not alter traffic projections already included in the document.

8. We have included additional parkland mapping relative to the proposed land swap. We included a statement which indicates that all property east of South River Road, adjacent to the river, is owned or scheduled for purchase by the City and is designated as parkland in our Comprehensive Plan.

9. The Highway 99 intersection and South River Road intersection is discussed briefly.

10. We have expanded our identification of parklands.

11. We have included documentation from the Bureau of Outdoor Recreation.

We hope this will be adequate. If we have omitted anything, please feel free to call me. Again, thanks Eb for your help.

Sincerely,

G. Jay Turley

G. Jay Turley
City Planner

Enclosures

GJT:jb

8898

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 20, 1977

Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section
ORIGINAL SIGNED BY
GARY A. POTTER

TO: MEMO TO THE FILE

SUBJECT: Coast Fork Willamette River
(Harrison Avenue) Bridge
City of Cottage Grove
Lane County
FAUS

I have just finished discussing the subject project with Mr. Kushlan, City Manager of Cottage Grove.

It seems that the city officials were not informed of the study committee review date. As a result, they were not there to answer questions about the project. The October 6, 1977 memo, therefore, transmitting study committee comments seemed excessive and nitpicking to the city officials.

As per my telephone conversation with Eb Engelmann, this date, Region, in cooperation with the City will immediately make the necessary corrections to the negative declaration and forward to this office. We will strive for FHWA approval of the document by November 1.

The following represents the time schedule I outlined for Mr. Kushlan.

| | |
|---|---|
| draft negative approved | November 1 |
| end circulation period | December 1 |
| prepare final negative and submit to FHWA | December 15 |
| FHWA approvals<br>Salem and Portland | January 1 |
| FHWA 4(f) approval<br>Washington, D.C./Location<br>Design approval | February 1 |

This estimate is dependent upon FHWA's ability to meet the 4(f) approval process. I would caution everyone about the hazards of 4(f) approvals. Mr. Engelmann will keep the City fully informed of the project development steps.

GAP:ss

cc: Phillip K. Kushlan
A. Shirley, Jr.
Bill Kappus, FHWA
George Ramjoue'
Eb Engelmann
Gerry Wimer
Don Harwell

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
OCT 21 1977
TAA Zekner File: PM FA
LG OP

8898

9

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

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STATE HWY ENGR
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FOR

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## STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Highway Division

PROJECT TITLE: Coast Fork Willamette River (Harrison Ave.) Bridge

DATE: July 28, 1977

NOTED
H S COULTER
August 3, 1977

The state has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
W. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Region 3 Engr.
District 5 Engr.
Aeronautics Div.
Paul Hartwig,Pk.
Gerald Wimer
B. L. Gifford

### NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7705 21170

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD
5-20-77

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW JUN 17 1977

Project #: 770-2-1170 Due Date: _____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Oregon Department of Fish and Wildlife does not object to this project providing:

1. No pollutants, such as petroleum products, concrete, etc. be allowed to enter the waterways.

2. All exposed areas be grass seeded to minimize erosion.

Agency Fish & Wildlife By William E. Petrey
ENVIRONMENTAL MANAGEMENT SECTION 6/16/77

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

INTERGOVERNMENTAL RELATIONS DIVISION
JUN 27 1977

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
MAY 26 1977
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 7705 2 1170 Due Date: JUN 17 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

PROGRAM REVIEW AND COMMENT

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( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - -

If the project would require the removal or fill of 50 cubic yards or more of material below the bank of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, Oregon 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By M. Stone

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7705 2 1170 Due Date: JUN 17 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

THE HIGHWAY ENVIRONMENTAL SECTION WILL COORDINATE A CULTURAL RESOURCE SURVEY OF THIS BRIDGE PROJECT IN COTTAGE GROVE WITH THIS OFFICE AND THE MUSEUM OF NATURAL HISTORY, EUGENE.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency SHPO By

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7705 2 1170 Due Date: JUN 17 1977

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( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

DEPARTMENT OF ENVIRONMENTAL QUALITY
RECEIVED
MAY 31 1977
1637 - LL
EUGENE DISTRICT OFFICE

- - - - - - - - - - -

REMARKS (Please type or print legibly)

We are unable to comment untill the noise impact data has been reviewed by DEQ, Midwest Region office
16 ORKWAY mall
Eugene 97401
Kim
5696

Agency DEQ By Dale Wulfenstein 6/6/77
686-7601

8378

8

June 22, 1977

L. W. Rulien
Department of Transportation
Highway Division
DOT Building
Salem, Oregon 97310

Dear Mr. Rulien:

Re: Dept. Of Transportation - Highway Division
PNRS #7705 2 1170

This is to notify you that the state agency(s) has (have) requested an extension of review time as allowed by OMB Circular A-95.

We will attempt to expedite matters in order to cause you the least possible inconvenience.

Sincerely,

Donald L. Jones
Administrator

RECEIVED
STATE HWY ENGR
JUL 21 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DLJ:blw

attachment

7/21/77
cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
A. Shirley, Jr., Reg. 3
Wm. Anhorn, Dist. 5
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

BEN GIFFORD
5-20-77

HOLD FOR COULTER

Called Rulien re have other interested
DEQ
7/19/77

Swan

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7705 2 1170 Due Date: JUN 17 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

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(X) Additional comments for project improvement. (Attach if necessary)

DEPARTMENT OF ENVIRONMENTAL QUALITY
RECEIVED
MAY 31 1977
1637 - LL
EUGENE DISTRICT OFFICE

REMARKS (Please type or print legibly)

We are unable to comment until the noise impact data has been reviewed by DEQ, Midwest Region office
16 Oakway mall
Eugene 97401
Kim
5696

Agency DEQ By Dale Wellenstein 6/6/77
686-7601

8898

June 23, 1977

City of Cottage Grove
City Hall
Cottage Grove, OR 97424

Attention: Lois G. Howes
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 6102

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the Coast Fork, Willamette River (Harrison Avenue) Bridge project.

We are also forwarding a fully executed copy of this agreement to the Lane County Clerk and retaining a copy for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

1898 (#2)

ROBERT W. STRAUB
GOVERNOR

# DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

May 20, 1977

TO Executive Department
Federal Aid Coordination Unit

Lane Council of Governments
125 8th Avenue East
Eugene, OR 97401

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 5
Section: Coast Fork Willamette River (Harrison Ave.) Br.
Highway: FAU 6560
County: Lane

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be June 17, 1977.

BLG: ljt

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison

Region Engineer: A. Shirley, Jr., Reg. 3
District Engineer: Wm. Anhorn, Dist. 5
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
MAY 20'77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| For Internal Use Only | 1-8] PNRS # | Page One |
|---|---|---|

02 [12] APPLICANT: Department of Transportation [45] [46] DIVISION: Highway [79]

03 [12] APPLICANT ADDRESS STREET: DOT Building [45] [46] CITY: Salem [60] [76] ZIP: 97310 [80]

04 [12] CONTACT PERSON: L. W. Rulien [45] [46] AREA CODE: 503 [48] [49] PHONE: 378 [55] [56] EXTENSION: 6563 [59]

01 [12] PROJECT TITLE: Coast Fork Willamette River (Harrison Ave.) Bridge [71]

11 [12] PROJECT LOCATION—CITY: FAU 6560 Cottage Grove [79]
PROJECT LOCATION—COUNTY: Lane
PROJECT LOCATION: SEC: -- T: 20S R: 3W

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 [12] This project is for the construction of a concrete clear-span bridge and approach street connections. (See attachment) [71]

07 [12] [71]

08 [12] [71]

09 [12] [71]

10 [12] [71]

12

| AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| [12] (A) Grant [19] | [20] (B) Other [27] | [28] (C) State [35] | [36] (D) Local [43] | [44] (E) FUNDS [51] | [52] (F) FUNDS [60] |
| 193,000 | -- | 16,000 | 16,000 | -- | 225,000 |

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]

14 [12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71]

15 [12] FEDERAL AGENCY NAME: U.S. Department of Transportation [45] [46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79]

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

| STATE | INTER-STATE | COUNTY | CITY | SCHOOL DISTRICT | SPECIAL DISTRICT | COMMUNITY ACTION | SPONSORED ORGANIZATION | OTHER |
|---|---|---|---|---|---|---|---|---|
| [X] 12 | [ ] 13 | [ ] 14 | [ ] 15 | [ ] 16 | [ ] 17 | [ ] 18 | [ ] 19 | [ ] 20 |

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

| NEW GRANT | CONT. GRANT | SUPPL'T GRANT | INCREASE DURATION | DECREASE DURATION | CANCELLATION | INCREASE DOLLARS | DECREASE DOLLARS |
|---|---|---|---|---|---|---|---|
| [X] 21 | [ ] 22 | [ ] 23 | [ ] 24 | [ ] 25 | [ ] 26 | [ ] 27 | [ ] 28 |

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes [X] 29 No [ ] 30 Date: May 20, 1977

**(D) REVIEW REQUIRED by A-95** Yes [X] 31 No [ ] 32

**(E) ENVIRONMENTAL IMPACT** Yes [ ] 33 No [X] 34

**(F) HOUSING RELOCATION REQUIRED** Yes [ ] 35 No [X] 36

**(G) ESTIMATED APPLICATION FILING DATE:** [41] MONTH: June [42] [43] DAY: 17 [44] [45] YEAR: 1977 [46]

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 5/20/77

VI. If project includes state funds (12C), identify agency Highway

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $_____ | $_____ | $_____ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL |
|---|---|---|---|---|---|
| First Year | %____ | $_____ | %____ | $_____ | %____ $_____ |
| Second Year | %____ | $_____ | %____ | $_____ | %____ $_____ |
| Third Year | %____ | $_____ | %____ | $_____ | %____ $_____ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

**PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS**

17(e) This is a category 3 project of major-non significant environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT

MAJOR NON-SIG

M-6560 (-)

## PART 1. GENERAL INFORMATION

### A. Project Identification:

Section: Coast Fork Willamette River (Harrison Ave.) Bridge
Date: April 15, 1977
Unit (if appl): N/A
County: Lane
City: Cottage Grove
Highway: Harrison Avenue
State Hwy. No.: Municipal Street
Termini: M.P.(if appl) South River Rd. to 1st St.
Length: 0.75mi.
Region: 3
Construction Estimate: $225,000
Program Amount

### B. Purpose of Project:

Generally to provide an alternative east-west route over the Coast Fork Willamette River, servicing the southwest end of Cottage Grove.

### C. Origin & History of Project:

The extension of Harrison Avenue and construction of an east-west bridge connection to serve the southwest section of the city was first considered by the city in 1970 and adopted as part of the comprehensive plan; transportation element, April 12, 1971; it was adopted as a part of the Cottage Grove Urban System by L-COG on October 7, 1975 and approved by Lane County on November 5, 1975 and by the Federal Highway Administration on December 19, 1975.

### D. General Description of Project:

Construction of a concrete clear-span bridge and approach street construction.

Alignment: New Mostly New Existing _____ Combined _____

Typical Section: Existing: No. Lanes ___; Med. ___; Shldrs. ___; Parking ___
Proposed: No. Lanes 2; Med. None; Shldrs. 3'; Parking NO

Traffic: Existing Facility: Existing ADT _____; Projected ADT _____; Yr. ___
Existing Level of Service _____

Proposed Facility: Projected ADT 1,600; Yr. _____
Projected Level of Service A/B

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels One

Acres 1800 ft.$^2$; Type of Relocation Req. None; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Materials are available from local commercial sources. The contractor shall be required to perform in accordance with any permits issued as well as in conformance with Standard Specifications for Highway Construction.

Type of Structure(s):

Concrete beam clear-span bridge structure; specifics to be designed.

Brief Description of River or Stream and Type of Involvement, if any:

The river is 66 feet in width at normal low water, 97 feet across from top of the banks, with a depth of 15 feet. Flow is approximately 1-foot/second with average depth of six feet. No filling or excavation will occur within normal low water.

Local City, County or COG priorities of project:

Part of urban system approved by Lane Council of Governments, Lane County Commissioners and the City Council of Cottage Grove, Oregon.

FHWA and/or OSHD approvals given, if any:

FHWA approved for urban system on December 19, 1975. This is the first application for the project.

Location or Design Alternatives (identify and describe):

The proposed site is the single logical extension of the east-west collector which would adequately serve a growing residential area, a new school, and provide improved emergency services. Street widths adjacent to the site (Harrison Avenue) have been constructed to serve as a major transportation route for the area, as indicated in area planning documents since 1971.

Other Descriptive Information or Comments:

A bikeway is proposed along the west bank of the Coast Fork from Harrison Avenue north to Main Street. Construction should occur within 18 months.

(Attach project sketch map.)

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

#### 1. Natural:

The proposed bridge will cross the Coast Fork of the Willamette River. At the point of crossing the river is 66 feet wide (normal low water) with an average bank depth of 15.5 feet. The river moves relatively slow and is an average depth of six feet.

Blackberries and brush are prevalent on the east bank. Within the street right-of-way are a pine tree, maple tree and several alders. The west bank is clear of brush. South of the project site on the east and west banks are additional alder and pine.

There are fall and spring chinook runs and various species of resident and planted fish.

#### 2. Cultural:

The immediate project area is predominantly single family residential with an average density of 4 units per acre. The Cottage Grove Fire Station is 400 feet east of the project site. The Goshen-Divide Highway (Hwy. 99), a major transportation route, is within 1000 feet of the project site. Commercial development is prevalent along Highway 99 northeast of the project site.

West of the Coast Fork, outside of the immediate project area but within the impact area, is an expanding single family district. A new school has been completed within the project area.

The west bank of the river, east of River Road, is relatively undeveloped and major portions are owned by the city and maintained as park lands. Along the west side of River Road is a mixture of large older and new homes dating from 1890's to the 1970's. These homes face easterly and enjoy a relatively unobstructed view of the river.

Immediately south of the project site (approx. 250 feet) is a railroad bridge that was constructed during the early 1900's. The railroad provided service connection between O & C Railroad and one of the first major lumber companies in Cottage Grove.

The bridge is constructed with lumber and is one of the few remaining covered railroad bridges in the United States.

There are four single family residences located on Harrison Avenue. The distance of the residences from the proposed street vary from 16 to 90 feet.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

All necessary right-of-way on the east bank has been acquired through purchase and subdivision platting. On the west bank approximately 1800 $ft^2$ of land now committed to city park use will have to be transferred to roadway use. Mitigation will be investigated in the negative declaration.

2. Estimated Impact on Traffic Patterns:

The new crossing will decrease traffic volume on South River Road and through the Central Business District by providing an alternate route to Highway 99 and I-5. This route will provide improved access for emergency services. Traffic volume will increase on Harrison Avenue east of the river.

Consequences--Air Quality, Noise, Safety, etc.:

The project will reduce city-wide impact of air, noise and safety relating to vehicular movement by providing a direct connection to major transportation routes. The project will increase noise levels east of the river and along the new portion of roadway. Assessment is continuing on projected noise levels.

3. Estimated Impact on Land Use:

The southwest portion of the city is an area in which residential growth has, and is, occurring consistent with city-wide development plans. The project is an integral part of land-use plans in the area and will insure implementation of development concepts which are consistent with adopted land-use goals. Development may be accelerated, however.

Consequences: Accelerated growth pressures are a mixed consequence - typically both negative and positive. The intrusion of what will become a major city street into a short strip of previously undisturbed, modest older residences will have a negative impact with respect to noise, safety and serenity. Severance of the continuity of the west bank green strip also has to be reckoned a negative impact. This must be weighed against gains to motorists and more distant land uses.

4. Expected Impact on Natural Ecological Resources:

The bridge will span the river and not create any diversion of, or encroachment into the river. The project will require removal of brush, a pine, a maple, and alder trees. The impact of tree removal is negligible due to the close proximity of additional pine, maple and alder species. Landscaping will be provided to blend with existing vegetation.

Consequences:

Consequences will be restricted to loss of vegetation.

5. Expected Impact on Cultural and Scenic Resources:

The project will provide increased visual access to the river and provide a logical extension of the proposed bike path along River Road.
The impact of vehicular movement will be reduced in the vicinity of historical structure along South River Road. Loss of vegetation will reduce scenic qualities for residences on the east side of the river. Again, the green strip will be severed.

Consequences: A cultural resource survey will be required.
Negative consequences will be primarily east of the river from removal of trees and vegetation. Impact will be minimized by landscaping and re-planting of identical trees species.

6. Preliminary Identification of Areas of Critical Concern:

Maintenance of water quality, reduction of potential noise impacts, minimization or mitigation of park impacts, and channelizing any potential local objections could all be viewed as critical concerns. These issues will be dealt with in subsequent project development and documentation.

7. Potential for Controversial Issues:

The project is a result of extensive long-range planning. The project is anticipated by area citizens. Property owners of abutting properties have been contacted and no formal objections have been submitted.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Cottage Grove has not been identified as an air quality maintenance area. Project is not of a magnitude to fall under indirect source regulations and is not anticipated to cause significant change in air quality.

b. Noise Standards

Potential noise impacts will be investigated in ensuing negative declaration. A noise study report will be prepared.

c. Water Quality Standards

No impact.

d. Area Land Use and Transportation Plans, and Zoning

Project consistent with:

1. Comprehensive plan for Cottage and Environs (1971)
2. Capital Improvements Plan (1971-1991)

---

C. Recommended Type of Action and Documentation:

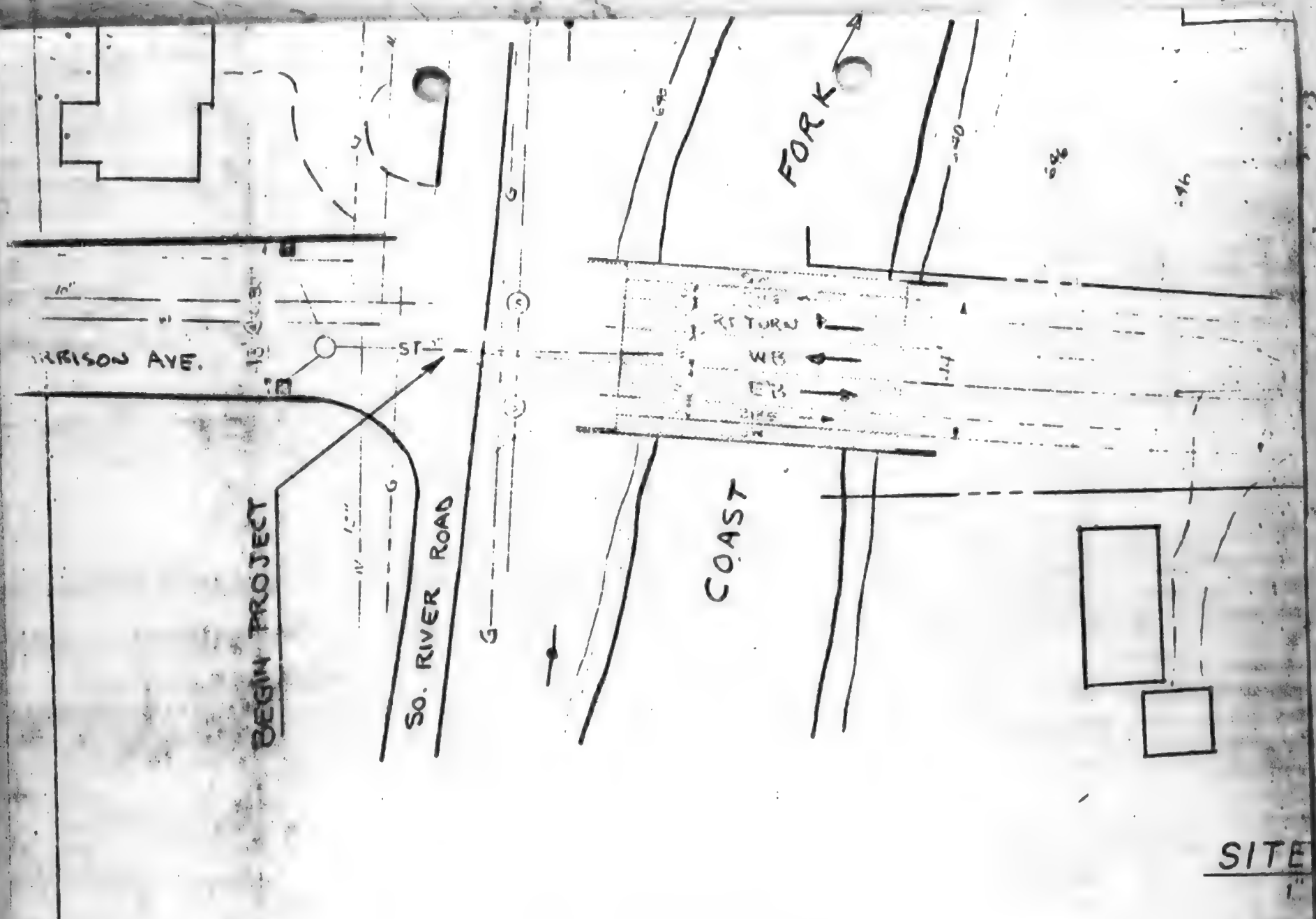
| ----------MAJOR ACTION---------- | | ----NON-MAJOR ACTION----- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | XX D & F Neg.Dec. | ____ ASSESSMENT ONLY |
| ____ Section 4(f) | XX Section 4(f) | ____ STATEWIDE ASSESSMENT |

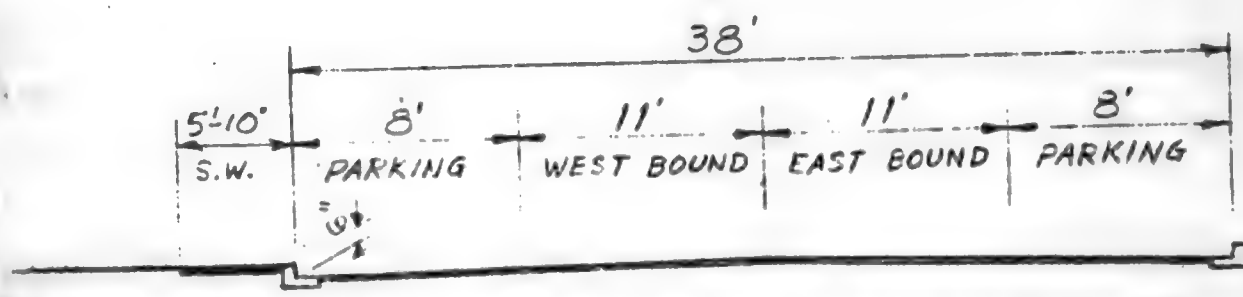
Basis for Type of Action and Documentation:

The project appears to be of a scope warranting the preparation of a negative declaration. Since a green strip, administered as city park lands and purchased at least in part by BOR monies, is involved, a Sec. 4(f) Statement or 4(f) determination will be required.

---

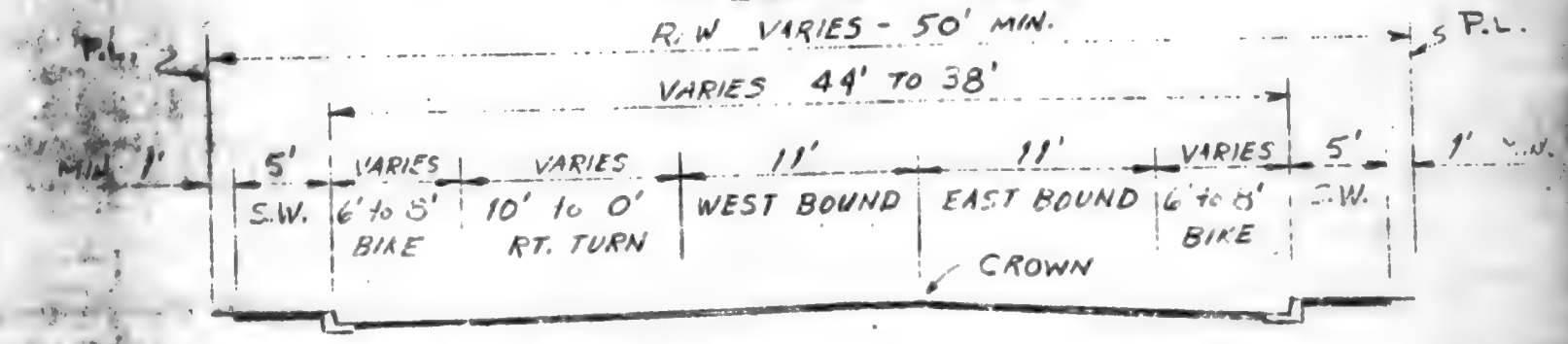
D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4



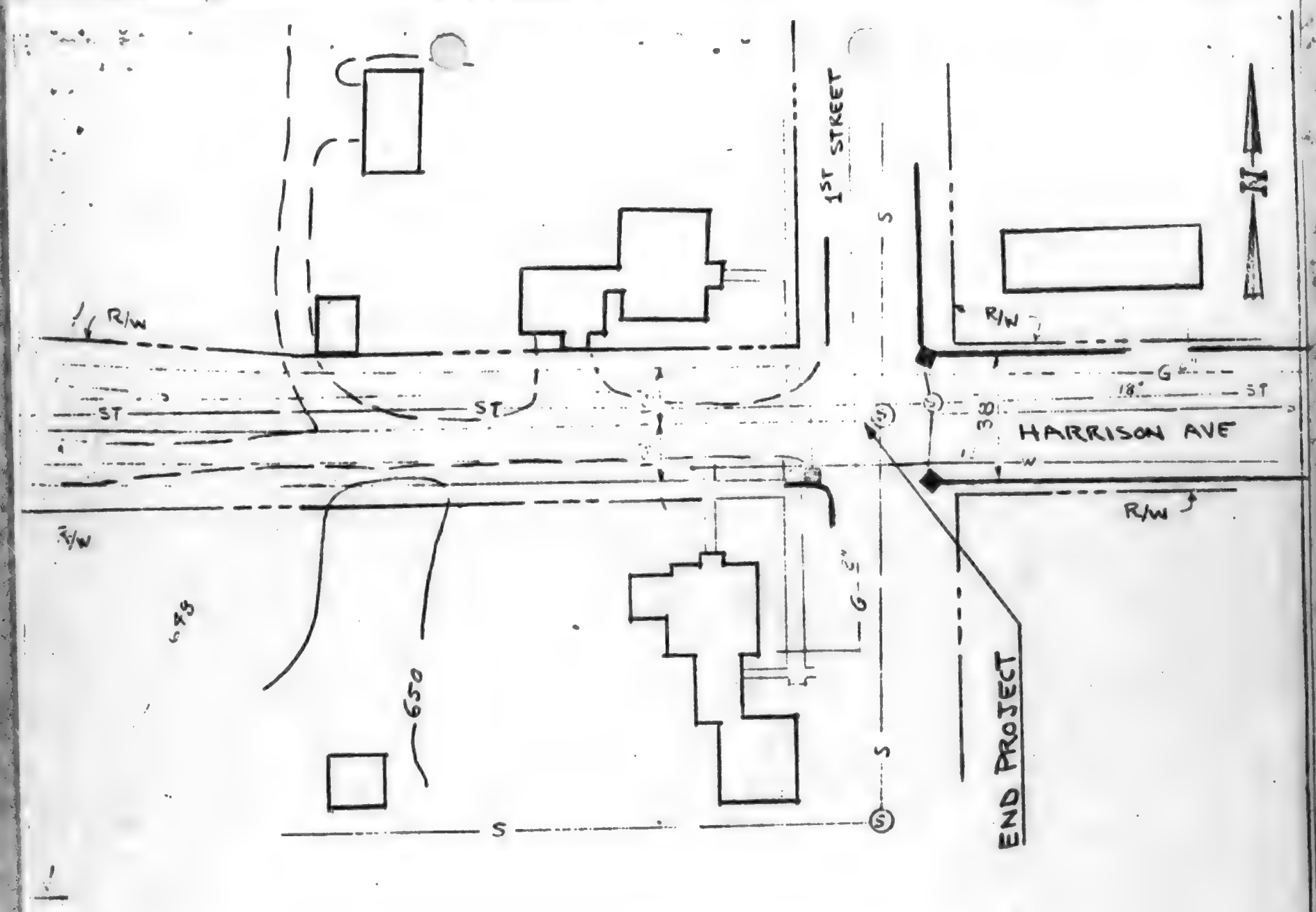

## TYPICAL EXISTING STREET SECTION

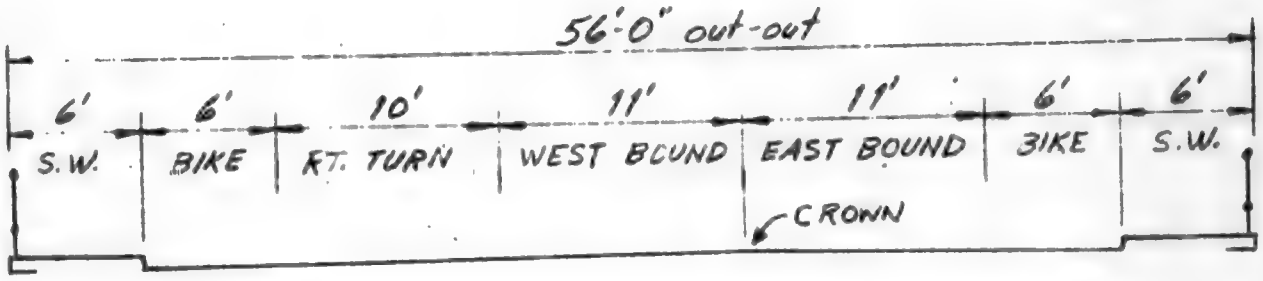
East of 1st Street




## PROPOSED TRANSITION SECTION

South River Rd to 1st Street




# PROPOSED BRIDGE SECTION

MAR 30 1977

OREGON BRIDGE ENGINEERING COMPANY
CONSULTING ENGINEERS · SPRINGFIELD, OREGON

HARRISON AVE. BRIDGE & STREET PROJ.
F.A.U. 6560
COTTAGE GROVE, OREGON

SITE PLAN & PROPOSED SECTIONS

| | | | |
|---|---|---|---|
| DRN: DJC | CHK'D: | PROJ. NO. | DWG. NO. 1.1 |
| DES: LFP | APP'D: | FILE NO. | |

8898

9

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 17, 1977

In reply refer to: HB.3-OR

SUBJECT: Oregon Project M-6560(-)
Harrison Bridge
Coast Fork Willamette River
Lane County (Project Assessment)

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

Our concurrence in a major action-negative declaration finding for the subject project was relayed by our May 3, 1977 response. This memorandum is to amend that response by also concurring in your recommendation for the preparation of a 4(f) statement in addition to the negative declaration.

William L. Liggins
for G. L. Green

cc:
OSHD (Potter
OSHD (Englemann, Reg 3)
ODOT (Laux)

RECEIVED
STATE HWY ENGR
MAY 18 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8898

STATE OF OREGON

INTEROFFICE MEMO

J

DATE: May 13, 1977

TO: E. S. Hunter
Deputy State Highway Engineer

FROM: for L. W. Rutten
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Coast Fork Willamette River
(Harrison Avenue) Bridge
Harrison Avenue
Lane County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of MAJOR NON- action. SIGNIFICANT

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

EJH
5-11-77

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 3: Alfred Shirley
District 5: William Anhorn
Region 3 Geologist: Elliot Parker

RECEIVED
STATE HWY ENGR
MAY 11 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-123-1367

8898

P. Skoog

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
# HIGHWAY DIVISION

Region 3 672-6658 PRO 6

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6341~~

Mr. Al Driver, Director
Dept. of Public Works
Lane County
125 East Eighth
Eugene, OR 97401

May 10, 1977

Dear Mr. Driver:

This will acknowledge receipt of your check number 35742 dated April 29, 1977 in the amount of $4,500 for funding state force involvement in the City of Cottage Grove's FAUS Harrison Ave. Bridge Replacement Project No. M-6560( ).

By a copy of this letter, it is being forwarded along with an Order to Render Service to Mr. Skoog, Controller, for routine handling.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc Program Management
V.E. Skoog
Bill Anhorn
Ellis Jones

PROJECT MANAGEMENT

MAY 11 '77

REFER TO:

FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | | | | |

8898

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: May 3, 1977

In reply refer to: 1041B.3

SUBJECT: Oregon Project M-6560(-)
Harrison Bridge
Coast Fork Willamette River
Lane County (PROJECT ASSESSMENT)

FROM : G. L. Green, Division Administrator

Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's April 20, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

for G. L. Green

cc:
OSHD (Potter)
" (Englemann, Region 3)
ODOT (Laux)

RECEIVED
STATE HWY ENGR
MAY 9'77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

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FAUS

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

# HIGHWAY DIVISION

Region 3

672-6658

PRO 6

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~

April 28, 1977

Mr. Al Driver, Director
Dept. of Public Works
Lane County
125 East Eighth
Eugene, OR 97401

Dear Mr. Driver:

This will acknowledge your letter of April 25, 1977, concerning the financing of Cottage Grove's FAUS Harrison Bridge project.

If I understand you correctly, after conferring with the City Manager, your two party agreement will be amended to reflect that you will not transfer the $55,000 to the City as outlined, but instead you will be dealing directly with the State on all financial matters pertaining to this project.

This is reflected in the three party agreement and if the above is the intent, no change would be required.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

By GLEN L. ~~CLARK~~
Regional Federal-Aid Engineer

PROJECT MANAGEMENT
APR 29 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

GC/slc

cc: L.W. Rulien
Bill Anhorn
Ellis Jones
Phil Kushlan - Cottage Grove

NOTED
MAINOR C. HOLMES

lane county

April 25, 1977

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Dear Glen:

By letter dated April 14, 1977, you asked for an advance deposit of $4,500.00 from Lane County to cover State service costs for the Harrison Bridge project. Our agreement with the City of Cottage Grove indicated we would submit to the City our share of the project. This element is not covered in the three party agreement which you handed me on Thursday, April 21, 1977, at your office.

I discussed the matter with Mr. Phil Kushlan, City Manager, City of Cottage Grove, and he desires for us to work directly with your agency on the financing and we concur.

I will authorize the advance of $4,500.00 and ask that all future project financing elements be directed to this office.

Very truly yours,

Al Driver, Director
Department of Public Works

AD:nlj

cc: Phil Kushlan
Harold Williams

DEPARTMENT OF TRANSPORTATION / AL DRIVER, DIRECTOR
COURTHOUSE - PUBLIC SERVICE BUILDING / 125 EAST 8TH AVENUE / EUGENE, OREGON 97401 / PHONE (503) 687-4222

-3M-12-64 8898

Oregon State Highway Department

# Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

Lane County

Eugene, Oregon

Order No. 3-104

Date April 12, 1977

By: Al Driver

Director of Public Works
(Official Capacity)

Prefix and account number to which work is to be charged 20-8201

Description and Location of Work To Be Performed or Materials To Be Furnished:

Engineering monitoring and review of preliminary and construction phases for Harrison Avenue Bridge FAUS project in Cottage Grove.

Coast Fork Willamette River Bridge - FAU 6560

Estimate of Quantities and Cost

$4500.00

Basis of Payment:

- ☐ Monthly payments
- ☒ Single payment on completion of work
- ☐ Other basis as follows:

Amount of advance deposit (if any) $ 4500.00

Deposit received by Secretary on .....

Authority from Requisitionist:

- ☐ Agreement dated .....
- ☒ Letter to Glen Clark, date 3-28-77
- ☐ Oral request to ....., date .....

Department Authority:

- ☐ Order of Highway Commission
- ☐ Order of State Highway Engineer
- ☒ Head of department issuing order

Field information submitted by ..... in letter dated .....

Expected date of completion of work or delivery of materials 6-30-78

Superintendent or engineer responsible for performance of work and submission of information for billing Ellis Jones, Resident Engineer

Record of billing requests:

| | | | |
|---|---|---|---|
| Number | | | |
| Date | | | |
| Amount | | | |

Order prepared by Region Office Department

Signed Glenn L. Woods

Regional Federal Aid Engineer

**Instructions:** Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

SP-F100

C.C. Walt Hart - Br.
J.W. Versteeg - Specs.
Gary Potter - Env.
Dick Lentz - Loc.
P.L. Carstensen
C.J. Gregg - Lab Bldg.
Cliff Laux

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ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
# HIGHWAY DIVISION
Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~ 672-6658

April 1, 1977

PRO 6
PROJECT MANAGEMENT
APR 4 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

Mr. L.F. Pierce
Chief Design Engineer
Oregon Bridge Engineering Co.
P.O. Box 72
Springfield, OR 97477

Dear Mr. Pierce:

This will acknowledge your letter of March 30, 1977, transmitting drawings showing cross sections and a site plan superseding the sketches transmitted by the City of Cottage Grove with their FAUS project application (Harrison Ave. bridge and street).

By copies of this letter, copies are being forwarded to Mr. Ellison, Acting Bridge Engineer; Mr. Rulien, Program Management Engineer; and Mr. Ellis Jones, Monitoring Engineer, for review and comments.

At your convenience, please send four additional copies for the environmental document and region files.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien
R.W. Ellison
Bill Anhorn
Ellis Jones

NOTED
D. E. SWAN

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

March 30, 1977

Mr. Glen L. Clark
Federal Aid Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Re: Harrison Avenue Bridge and Street Project
FAU 6560, Cottage Grove

Dear Mr. Clark:

Enclosed are four prints of our drawing File No. 2361, showing the site plan and typical sections that we are proposing.

This drawing has been reviewed and approved by the City Engineer of Cottage Grove and the Lane County Department of Transportation, and supercedes the sketch originally submitted with the City's application.

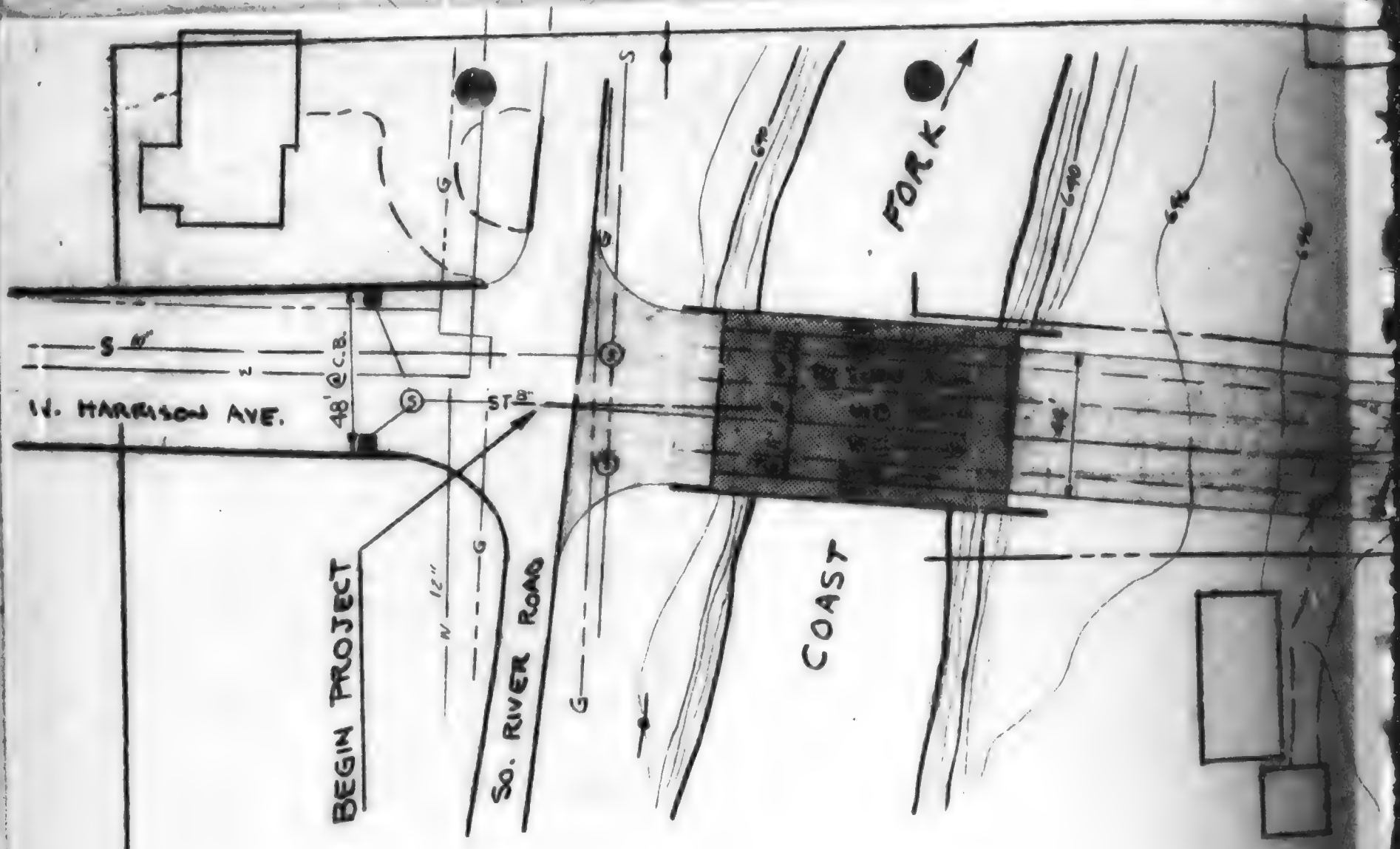
We would appreciate it very much if you would forward copies of this drawing to the appropriate people. Please let me know if additional copies are needed.

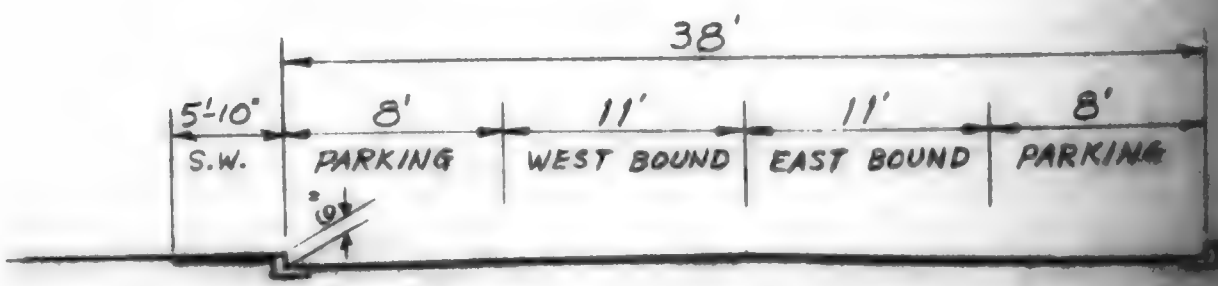
Very truly yours,

L. F. Pierce
Chief Design Engineer

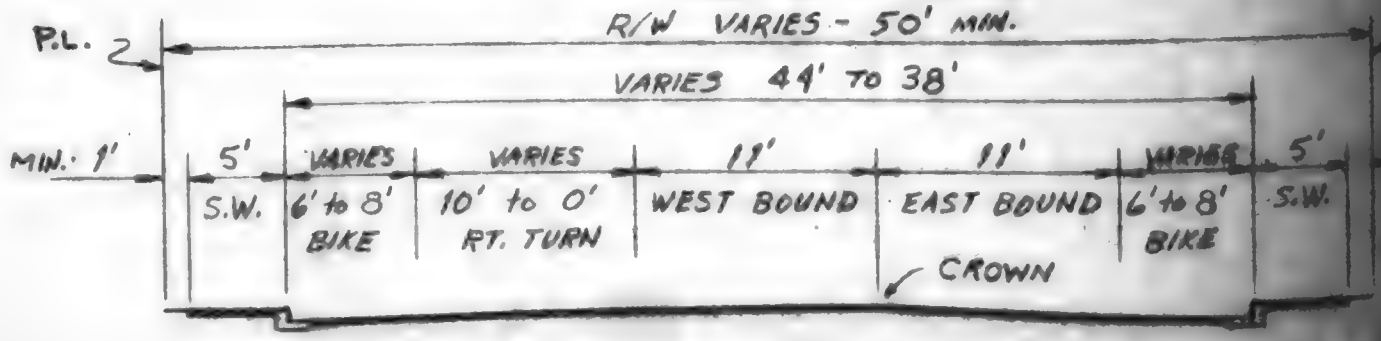
LFP:seb
enclosures

cc: Roger Sinclair
George Price

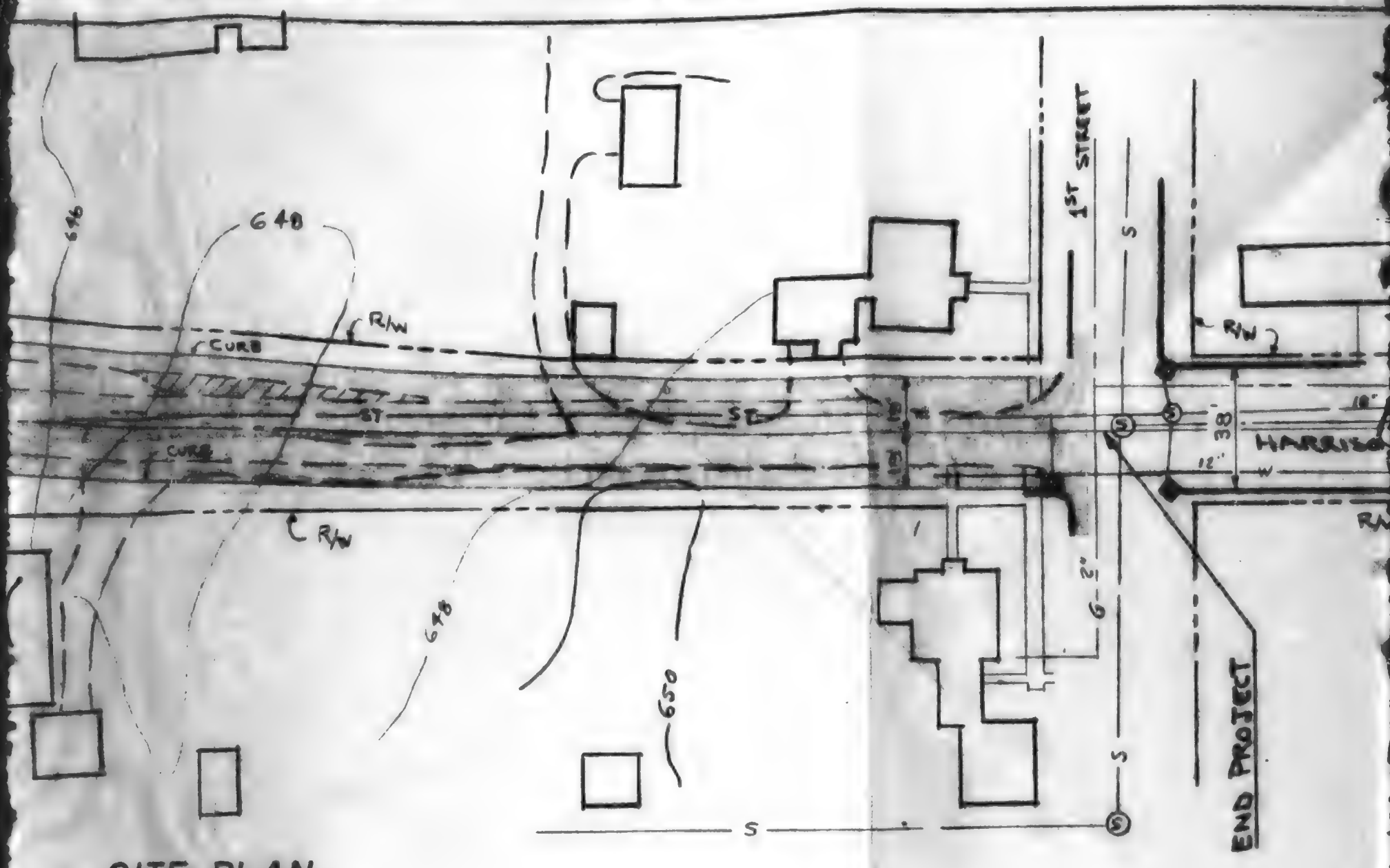


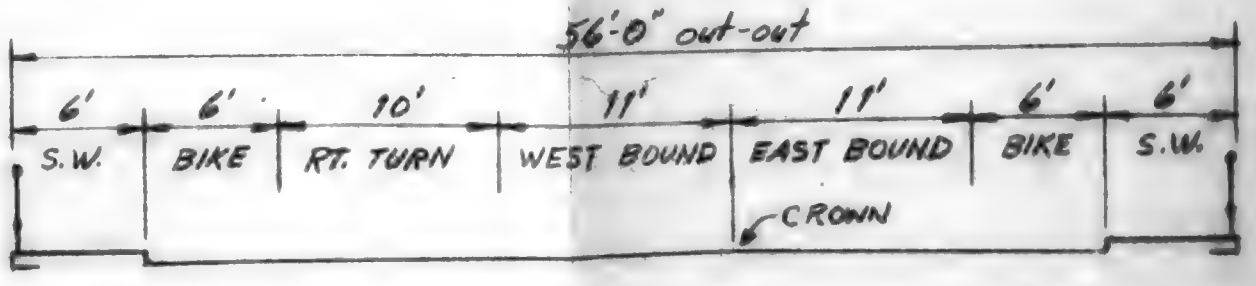

## TYPICAL EXISTING STREET SECTION
East of 1st Street



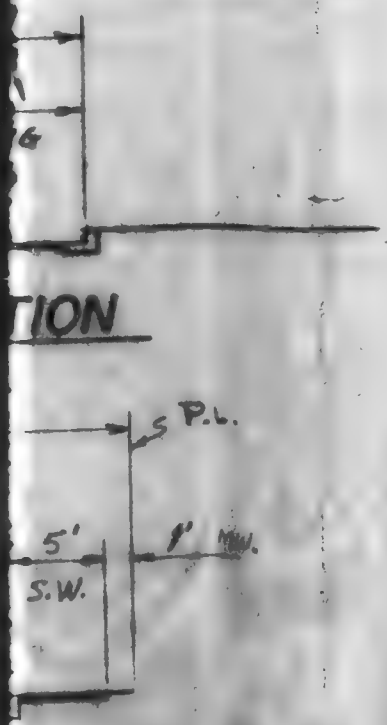

## PROPOSED TRANSITION SECTION
South River Rd to 1st Street




## SITE PLAN
1" = 50'-0"

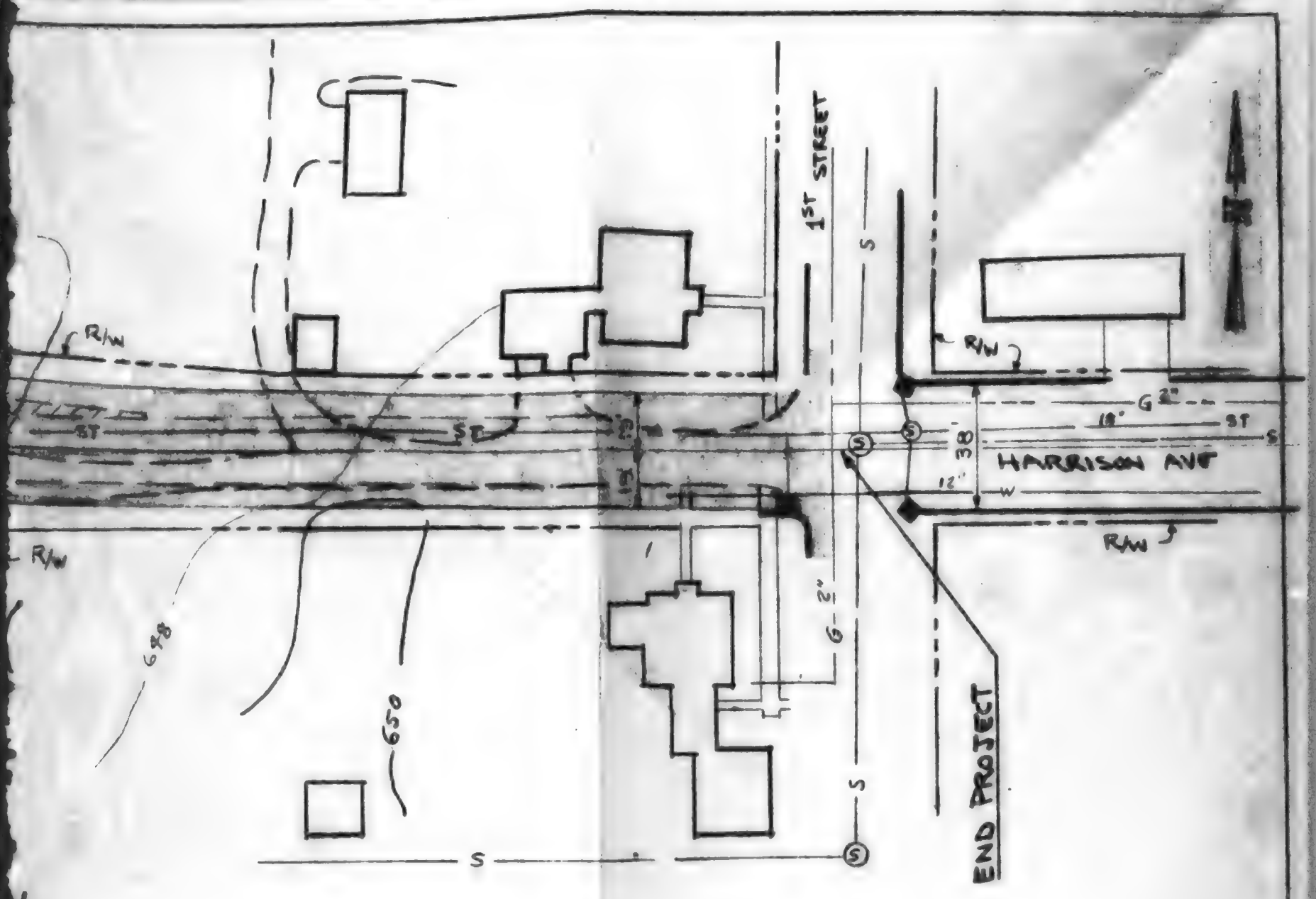


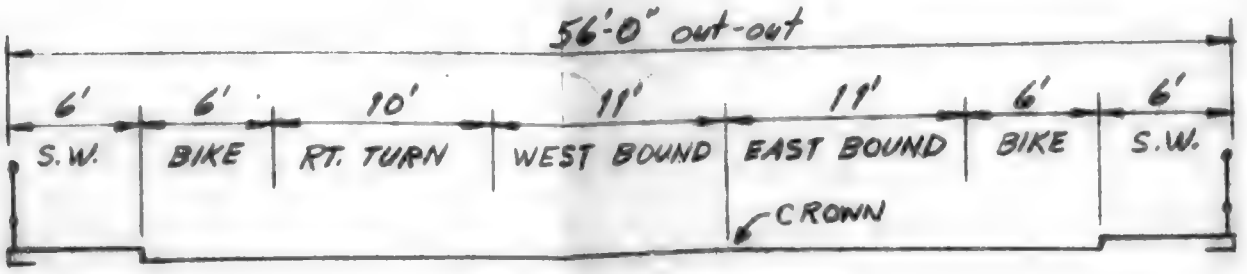

## PROPOSED BRIDGE SECTION




MAR 30 1977

OREGON STATE HIGHWAY DIVISION
HARRISON AVE. OVERPASS &
RAIL ROAD
COTTAGE GROVE
SITE PLAN &
DES: DJC
CHK: LFP
QUAN:
APP'D:




## PROPOSED BRIDGE SECTION

MAR 30 1977

OREGON BRIDGE ENGINEERING COMPANY
CONSULTING ENGINEERS · SPRINGFIELD, OREGON

HARRISON AVE. BRIDGE & STREET, PROJ.
F.AU. 6566
COTTAGE GROVE, OREGON
SITE PLAN & PROPOSED SECTIONS

| | | | |
|---|---|---|---|
| DRN: DJC | CHK'D: LFP | PROJ. NO. 130-1 | SHEET 1 of 1 |
| DES: LFP | APP'D: | FILE NO. [illegible] | |

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ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
## HIGHWAY DIVISION

Region 3 672-6658 PRO 6

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6641~~

March 31, 1977

Mr. Phillip Kushlan
City Manager
City of Cottage Grove
500 Main Street
Cottage Grove, OR 97424

Dear Mr. Kushlan:

This will acknowledge your letter of March 28, 1977, indicating concurrence with the agreement procedures outlined in my letter of March 17, 1977 pertaining to your Harrison Avenue Bridge FAUS project.

I am also in receipt of a letter dated March 28, 1977, from Mr. Al Driver pertaining to the same subject. It was indicated that you received a copy. Attached to this letter was a copy of the Intergovernmental Agreement pertaining to this project.

Lane County will assume the cost of both preliminary and construction engineering, back the project financially up to a maximum involvement of $55,000, providing the project is underway by June 30, 1978.

By a copy of this letter, the Program Management Section is asked to prepare a three party Construction-Finance Agreement taking into account the Intergovernmental Agreement mentioned above.

Also by a copy of this letter, Mr. Grassman, Region Design Engineer, is asked to prepare an Order to Render Service to Lane County to provide for monitoring the preliminary and construction engineering phases, review

(continued)

NOTED
MAINOR C. HOLMES

PROJECT AUTHORIZATION
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me
X

of plans, advertising for bids, contract plan preparation, etc. When this has been prepared, Lane County will be asked for an advance deposit to cover these items.

There is no reason for holding up the Consultants work on this project. If Lane County wishes to proceed, we have no objections. The Consultant-County agreement will be required prior to beginning the construction phase.

The assessment will continue to be developed concurrently.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien
R.W. Ellison
Bill Anhorn
Ellis Jones
John Grassman
Eb Engelmann
Al Driver - Lane County

# City of Cottage Grove

400 Main Street Cottage Grove, Oregon 97424

March 28, 1977

OFFICE OF THE CITY MANAGER:

Glen L. Clark
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

RE: HARRISON BRIDGE

Dear Glen:

We concur that the consultant agreement for the Harrison Bridge Project be a document between Lane County and their retained consultant.

The construction finance agreement should be a three party agreement between the State, County and the City.

We appreciate your continued cooperation with this project.

Sincerely,

Phillip K. Kushlan
City Manager

PKK:gm

lane county

March 28, 1977

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Dear Glen:

I concur with your letter of March 17, 1977, to Mr. Kushlan concerning the Harrison Street project.

For your information I am enclosing a copy of our agreement with the City of Cottage Grove. We will pay all the preliminary and construction engineering costs according to our annual contract with Oregon Bridge Engineering Co. without charging any of these costs to the City, State or FHWA.

If we can be of further service, please let us know.

Very truly yours,

Al Driver, Director
Department of Transportation

AD:nlj

Enclosure

cc: Phil Kushlan

DEPARTMENT OF TRANSPORTATION / AL DRIVER, DIRECTOR
COURTHOUSE - PUBLIC SERVICE BUILDING / 125 EAST 8TH AVENUE / EUGENE, OREGON 97401 / PHONE (503) 687-4222

INTERGOVERNMENTAL AGREEMENT

THIS AGREEMENT entered into this _____ day of _____, 1977, by and between CITY OF COTTAGE GROVE , a municipal corporation, hereinafter referred to as CITY, and COUNTY OF LANE, a political subdivision of the State of Oregon, hereinafter referred to as COUNTY.

WHEREAS, the Board of County Commissioners by Order has adopted an Arterial Highway Financing Program to serve the incorporated cities of Lane County,

WHEREAS, the Lane County Home Rule Charter and ORS 373 authorizes the County to expend funds for aid to cities in the improvement, construction, or repair of streets within a city.

NOW, THEREFORE, IT IS HEREBY AGREED by the parties as follows:

1. Conditions governing COUNTY participation in the Arterial Highway Financing Program are set forth in the Lane Manual, Sections 15.705 to 15.755 which are hereby incorporated herein and made a part of this agreement.
2. The work to be completed under this agreement is the Federal Aid Urban Fund Project of Harrison Avenue from First Street to South River Road.
3. The cost of this project shall be shared by COUNTY not to exceed $55,000.
4. In addition, County will make direct payment to engineering consultant for costs of project preliminary and construction engineering.
5. City shall be responsible for obtaining all necessary permits.
6. No assessment for these improvements will be levied by COUNTY; CITY shall certify that the project has been designed, plans and specifications prepared and all necessary right-of-way obtained for said project.
7. CITY or other responsible agency shall prepare the plans and specifications, call for bids, and award contracts on the aforementioned projects no later

than June 30, 1978. In the event bids are not awarded within that time, this agreement shall be null and void in order that COUNTY funds may be available for other priority projects.

8. Upon written notice from CITY indicating the contract price for each project, COUNTY shall deposit with CITY a payment not to exceed $55,000. Such notice shall be mailed within fifteen days after the bids are awarded. Such payment shall be considered as final payment by COUNTY; CITY shall pay one hundred percent for all project overruns and may retain all project underruns.

9. CITY or other responsible agency shall have contracting authority for the aforementioned project and shall provide the construction authority.

10. CITY shall assume all responsibility for maintenance of the project after the contracts have been completed and accepted.

IN WITNESS WHEREOF, the parties hereby agree this _____ day of _____, 1977.

FOR THE CITY OF COTTAGE GROVE, OREGON

By_____

Title_____

FOR LANE COUNTY, OREGON

By_____
Robert J. Elfers
Chief Administrator

2898

Butler FAU

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
# HIGHWAY DIVISION

Region 3

672-6658

PRO 6

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~

March 17, 1977

Mr. Phillip Kushlan
City Manager
City of Cottage Grove
City Hall
Cottage Grove, OR 97424

Dear Mr. Kushlan:

In reviewing your Harrison Ave. FAUS Project with respect to your verbal request for a three party Construction-Finance Agreement, we noticed a potential problem.

The Federal Highway Administration's Program Manual (Volume 6 - Chapter 1 - Section 2 - SubSection 2 - Page 3) stipulates a consultant selection process that must be followed. A copy is attached for your information.

It would appear to be to the city's advantage if Lane County agrees to have the County engage the consultant. Lane County has a qualified consultant on retainer and this would relieve the City of the involved selection process.

As we understand the project financing, the City will obligate their FAUS funds, the State would supply half the match and the County would supply the other half of the match plus any balance that the project will cost.

We suggest then (contrary to my verbal answer on March 8, 1977, in your office) that the Consultant Agreement be a document between Lane County and their retained consultant. The Construction-Finance Agreement be a three party agreement between the State, Lane County and the city of Cottage Grove.

An attempt was made to suggest this by telephone this date, but neither you nor Mr. Driver were going to be available for several days, thus this letter.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

PROJECT MANAGEMENT
MAR 21 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

GC/slc

cc: L.W. Rulien, Bill Anhorn
Ellis Jones, Al Driver

NOTED
MINOR C. HOLMES

f. Agreement. The legal instrument, such as negotiated contract, defining the obligations and considerations of the signatory parties.

g. Change. An addition to, or reduction of, or other revision in the scope, complexity, character, or duration of the work covered by the prime compensation in the agreement.

h. Extra Work. Any services or actions required of the consultant above and beyond the obligations of the basic agreement.

i. Prime Compensation. The dollar amount paid by the State to the consultant for the identifiable, determinate services set forth in the agreement. Prime compensation does not include payment for any additional work.

j. Scope of Work. All services and actions required of the consultant by the obligations of the agreement.

k. Supplemental Agreement. An agreement modifying the existing agreement, such as an agreement to provide for extra work.

l. Work. All engineering services and actions required of the consultant to achieve the purposes and objectives defined in the agreement. Such services are to include the furnishing of all required equipment, supplies, and materials.

4. ENGAGEMENT OF CONSULTANTS

a. *Consultants may be engaged by a State, or by a county or a city under an agreement with the State, to perform preliminary engineering or construction engineering services for Federal-aid highway projects. Requests for Federal-aid participation in the costs of such services shall include a definite proposal by the consultant, accompanied by a statement by a State highway department, county, or city, showing the adequacy of the consultant's qualifications for the specific services to be performed, the appropriateness of the methods of payment, and the reasonableness of the amount of compensation proposed.*

8898

9

DATE: March 7, 1977

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

On the Consent Calendar for the March 15 meeting will be three requests for approval of Urban System projects.

The Tri-County Metropolitan Transportation District is requesting a $710,000 project to continue the Portland Metropolitan Area CARPOOL Project. Tri-Met will provide all the matching funds for this project.

The City of Coos Bay is requesting a $171,000 project to improve a 0.67-mile section of Woodland Drive to a two-lane facility with parking on one side.

A $225,000 project to construct a structure across the Coast Fork of the Willamette River on Harrison Avenue is being requested by the City of Cottage Grove.

Federal Urban System funds for these projects is estimated at $951,160 with the State providing approximately $27,720 in match funds and $127,120 being contributed by the local entities of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects and request authority to sign the project agreements for and on your behalf.

Att.

CLZ:sch ia

bc R. A. Burco
C. W. Read
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
L. W. Rulien
L. E. George
F. E. Terpin
V. E. Skoog
W. J. Hart, Region 1
Alfred Shirley
D. N. Harwell
George Bell
Max Klotz

CITY OF COTTAGE GROVE
Proposed Urban System Project

Coast Fork, Willamette River (Harrison Avenue) Bridge
Grade, Pave and Structure
0.07 miles
$225,000

This project entails all the work and costs to construct a concrete structure across the Coast Fork of the Willamette River on Harrison Avenue. The project will include the necessary street construction to connect Harrison Avenue to River Road.

The city intends to engage the services of a consultant to perform the preliminary and construction engineering.

# PROPOSED F. A. URBAN SYSTEM PROJECT

8278

# City of Cottage Grove

400 Main Street Cottage Grove, Oregon 97424

February 17, 1977

OFFICE OF THE CITY MANAGER:

Glen Clark
Regional Federal Aid Engineer
P.O. Box 1128
Roseburg, Oregon 97470

RE: FAU 6560 C.G.

Dear Glen:

We wish to apologize for the discrepencies in our project application for the Harrison Bridge Project. We hope that this letter and the enclosed bridge section will clarify the points in question.

It is our desire to provide for two lanes for vehicular traffic with two six foot bike lanes. We will be coordinating the design of the bridge with the project engineer and we may request some modifications in the future.

We appreciate your continued assistance and we look forward to a successful project.

Sincerely,

Phillip K. Kushlan
City Manager

PKK:gm

Enclosure

5878

Bulletins

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

# HIGHWAY DIVISION

Region 3

672-6658 PRO 6

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6341

February 9, 1977

Mr. Phillip K. Kushlan
City Manager
City of Cottage Grove
400 Main Street
Cottage Grove, OR 97424

Dear Mr. Kushlan:

This will acknowledge your letter of February 7, 1977, forwarding an FAUS Project Application and Assessment for a bridge and approaches on Harrison Ave. (FAU 6560) in Cottage Grove.

By a copy of this letter, I am asking Mr. Eb Engelmann, Region Environmentalist, to review and process the Environmental Assessment. He may wish additional information, and, if so, will be contacting you in the near future.

Your application has some points in conflict which must be straightened out at this stage of the project development. First, you call for two lanes, but show three on the typical sections. Secondly, you call for both 6' and 8' bike paths. We need clarification of these points. Also, you call for a 2' median. This is confusing.

Our standards call for a minimum of 8' for a two-way bike path and 6' for a one-way path on both sides of the roadway.

We would appreciate a letter of clarification. In the meantime, your application will be held here in the Region office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

Maintenance - Gary

GC/slc

cc: L.W. Rulien
Bill Anhorn
Ellis Jones
Eb Engelmann

RECEIVED
FEB 11 1977
COUNTY
CITY
UNIT

Hopkins
Harwell
Holmes
Prange
Unrein

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

PROJECT MANAGEMENT
FEB 11
FOR
Info | Investigate | R/D | Action | File | Letter | See me

# City of Cottage Grove

400 Main Street Cottage Grove, Oregon 97424

February 7, 1977

OFFICE OF THE CITY MANAGER:

Mr. Glenn Clark
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Glenn:

Enclosed is our F.A.U. project request and project assessment for the Harrison Street Bridge project in Cottage Grove.

The project will be a cooperative project with Lane County funding costs in excess of available F.A.U. funds.

We hope the information provided is sufficient to initiate your review of the project. Please call if we may provide any additional information.

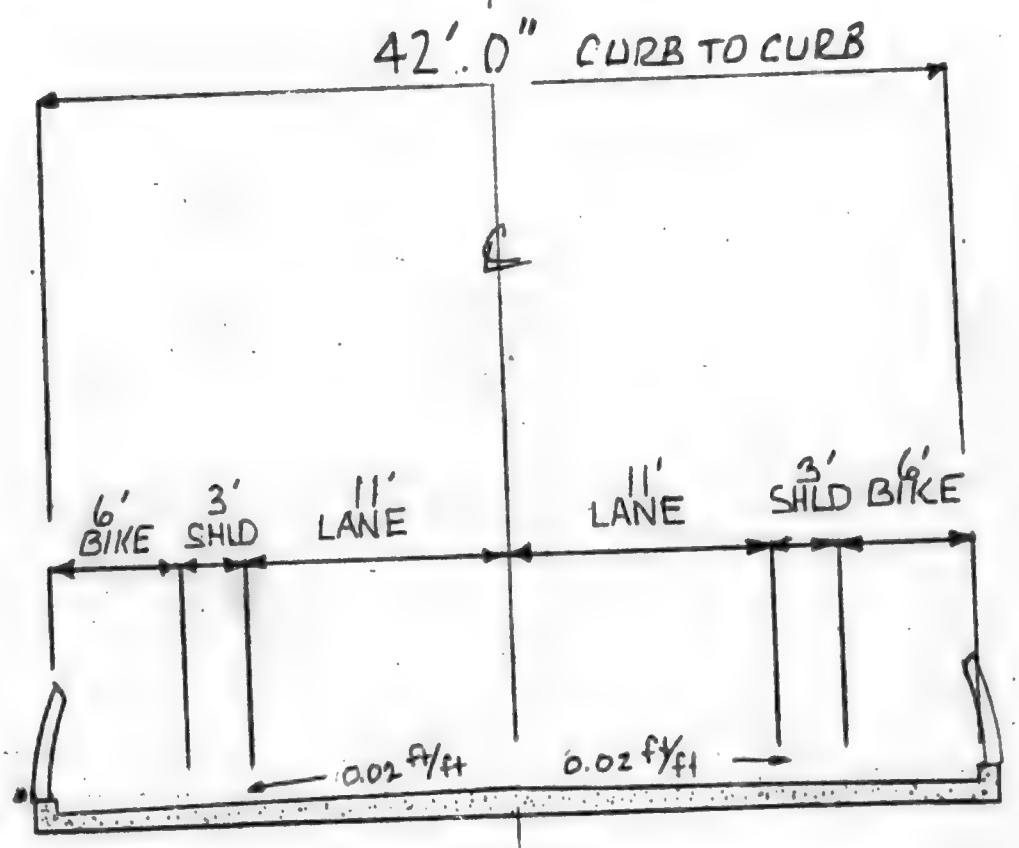
Thank you for your continued cooperation.

Sincerely,

Phillip K. Kushlan
City Manager

PKK:gm

Enclosure




BRIDGE SECTION

1" = 10'

CITY OF COTTAGE GROVE
HARRISON BRIDGE
FAU URBAN SYSTM
SECTIONS

3878

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
~~(or~~ Request)

Original Assessment
to EL on 2/9/77

PART 1. GENERAL INFORMATION

A. Project Identification:

Date 12/20/76

Section Coast Fork Willamette River — Unit (if appl) _____

County Lane — City Cottage Grove

Highway Harrison Avenue — State Hwy. No. not applicable

Termini: M.P.(if appl) So. River Rd. to 1st Street — Length 0.75 mile

Region 3 — Construction Estimate _____ Program Amount

B. Purpose of Project:

Generally to provide an alternative route serving the west end of the City.
(Only other river crossing for this part of Cottage Grove .06 miles north)

C. Origin & History of Project:

Cottage Grove Comprehensive Plan adopted April 12, 1971, transportation element, Capital Improvement Plan, adopted June 1971, transportation element; Cottage Grove Urban System adopted by FHWA on 19 December, 1975; approved by Transportation Committee of LCOG October 7, 1975; approved by Lane County Commissioners November 5, 1975; adopted by Cottage Grove City Council on November 10, 1975.

D. General Description of Project:

This project will include a concrete clear span bridge, and approach street construction.

Alignment: New _____ Existing _____ Combined X

Typical Section: Existing: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes 2; Med. none; Shldrs. curbed; Parking no

Traffic: Existing Facility: Existing ADT ____; Projected ADT ____; Yr. ____

Existing Level of Service _____

Proposed Facility: Projected ADT 1600; Yr. 1995

Projected Level of Service A/B

Right of Way: Additional anticipated ___ (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

**Materials Source, Borrow, Waste Disposal Requirements, if any:**

Materials available from locally available sources. The contractor shall be required to keep construction area free from accumulation of waste materials or debris during construction and remove all waste or surplus materials upon project completion. (Contract documents, general conditions)

**Type of Structure(s):**

Concrete beam clear-span bridge structure

**Brief Description of River or Stream and Type of Involvement, if any:** River is 66 feet in width at normal low water, 97 feet across from top of the banks. West bank slopes at .62 to 1, total depth of 13 feet. East banks slopes at .56 to 1 ft. with total depth of 18 feet to normal low water. Flow speed is 1 feet per second, with an average water depth of six feet. No filling or excavation will occur within the banks or in the river. No equipment will operate on the banks or in the river.

**Local City, County or COG priorities of project:**

Part of urban system approved by the Transportation Planning Committee of Lane Council of Governments, October 7, 1975. Approved by the Lane County Board of Commissioners on November 5, 1975 and adopted by the Cottage Grove City Council on November 10, 1975.

**FHWA and/or OSHD approvals given, if any:**

FHWA approved for urban system on December 19, 1975.

**Location or Design Alternatives (identify and describe):**

The proposed project site is the only logical location whereby we may adequately serve a growing residential area, a new school and provide improved emergency services. Street width adjacent to the project site have been programmed and constructed to serve as a major transportation route for the area as indicated in area planning documents since 1971.

**Other Descriptive Information or Comments:**

A bikeway is proposed along the west bank of the Coast Fork from Harrison Avenue north to Main Street. Construction should occur within 18 months.

**(Attach project sketch map.)**

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

#### 1. Natural:

The proposed bridge will cross the Coast Fork of the Willamette River.At the point of crossing the river is 66 feet wide (normal low water) with an average bank depth of 15.5 feet. The river moves relatively slow and is an average depth of six feet.

Blackberries and brush are prevelant on the east bank of the Coast Fork. Within the street right-of-way a Douglas Fir and Maple trees will be removed located on the west bank, four small Alder trees are proposed to be removed. The west bank is clear of brush. South of the project site on the west bank are additional Alder and large pine.

#### 2. Cultural:

The immediate project area is predominently single family residential with an average density of 4 units per acre. The Cottage Grove Fire Station is 400 feet east of the project site. The Goshen Divide Highway (Hwy. 99) a major transportation route is within 1000 feet of the project site. Commerical development is prevelant along Highway 99, northeast of the project site.

West of the Coast Fork, outside of the immediate project area but within the impact area is an expanding residential area of new single family residences. A new school has been constructed within the impact area. The project will provide improved transportation routes to the new school.

The west bank of the river east of River Road is relatively undeveloped and major portions are owned by the city and maintained as open space. Along the west side of River Road is a mixture of large older and new homes dating from the 1890's to the 1970's. These homes face easterly and enjoy a relatively unobstructed view of the river.

Immediately south of the project site is a railroad bridge that was constructed during the early 1900's. The railway provided service connection between the O & C Railroad and one of the first major lumber companies in Cottage Grove.

The bridge was constructed with lumber and is one of the few remaining covered railroad bridges in the U.S. Refurbishing and plans to construct a pedestrian bicycle path over the bridge will be implemented within approximately 18 months.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

2. Estimated Impact on Traffic Patterns: This is a new crossing and will therefore not disrupt any existing traffic. The consturction will decrease traffic on South River Road and the central business district by providing an alternate route to Highway 99 and I-5 South. Route will provide for improved emergency service to the southwest area. Traffic will increase on Harrison Avenue east of the river as anticipated and programmed into street improvements.

Consequences--Air Quality, Noise, Safety, etc.:

The project will reduce city-wide impact of air, noise and safety relating to vehicular movement by providing a direct route to major transportation routes. The project will increase noise levels on Harrison Avenue east of the river. However, it will provide a relief for downtown congestion and result in greater safety, a safer, shorter distance for students and more accessability for fire and ambulance servic.

3. Estimated Impact on Land Use:

The southwest portion of the city is an area in which residential growth has, and is occurring consistent with city-wide development plans. The project is anticipated to serve existing and anticipated development. The area is zoned and is developing consistent with area plans.

Consequences:

There are no negative impacts on land use anticipated as a result of the project. Development will occur consistent with city growth and development policies.

4. Expected Impact on Natural Ecological Resources:

The bridge will span the river and not create any diversion of, or encroachment into the river. The project will require removal of brush and a few Alder trees. The impact of tree removal is negligible due to the proximity of pine, maple and alder to the project area. Landscaping will be provided to blend existing vegetation with the completed project.

Consequences:

Consequences will be restricted to the loss of vegetation. The city will provide landscaping and maintenance.

5. Expected Impact on Cultural and Scenic Resources:

The project will allow for improved pedestrian and vehicular accessiblitiy to a growing residential area. Visual accessibility to the river will be provided through design considerations.

Consequences:

No negative consequences will result from the project.

6. Preliminary Identification of Areas of Critical Concern:

There are no areas of negative critical concern.

7. Potential for Controversial Issues:

The project is a result of extensive long range planning. The project is anticipated by area citizens and potential for controversy is minimal.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Cottage Grove is not identified as an air quality, maintenance area. Project is not of a magnitude to fall under indirect source regulations, and is not anticipated to cause significant change in air quality.

b. Noise Standards

Estimated 1995 peak hour traffic of 160 vehicles not expected to violate FHWA noise standards.

c. Water Quality Standards

No impact on the Coast Fork of the Willamette River.

d. Area Land Use and Transportation Plans, and Zoning

(1) Comprehensive Plan - City of Cottage Grove and Environs (1971)
(2) Capital Improvements Program 1971-1991

---

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

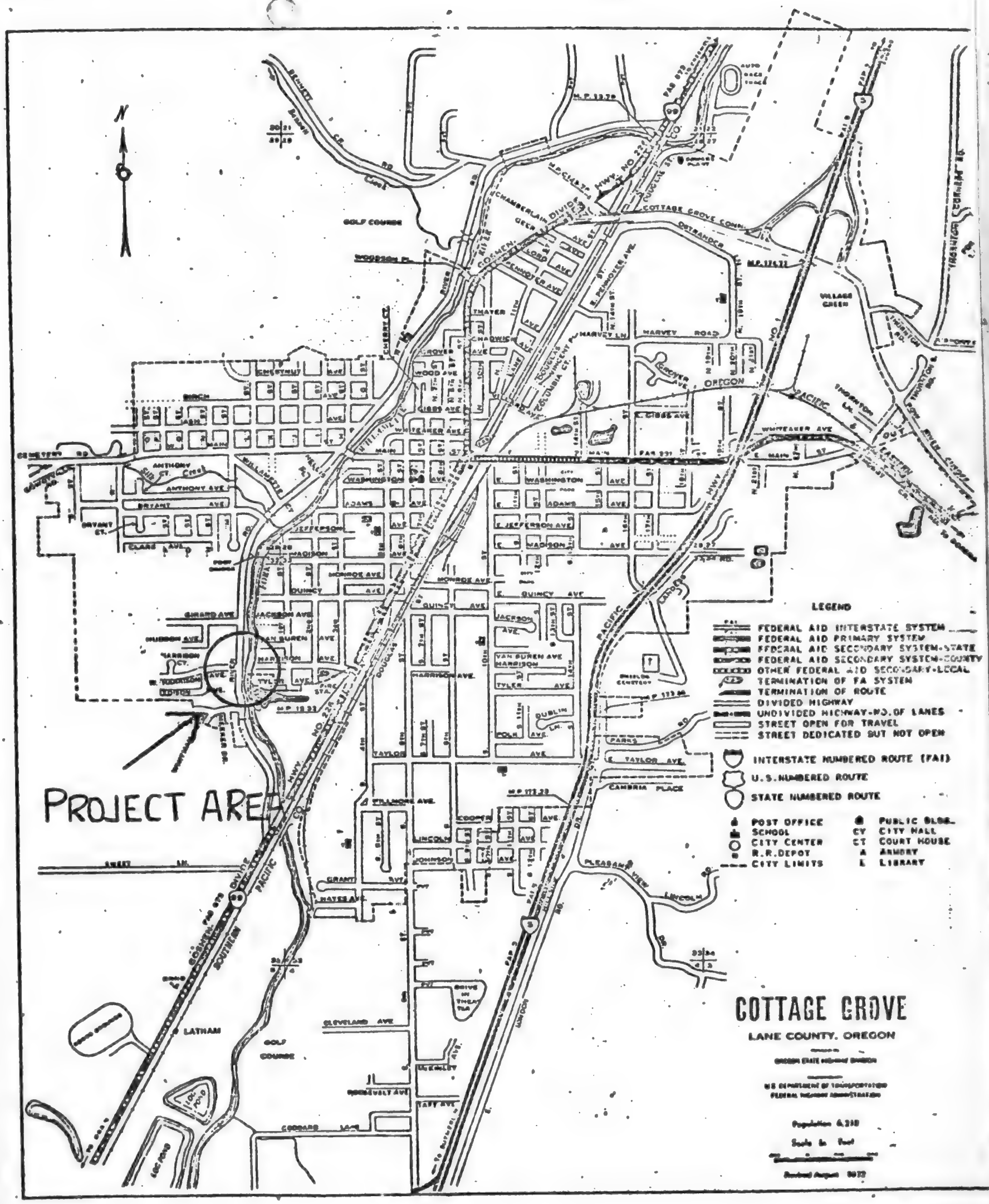
| SIGNIFICANT: | NON-SIGNIFICANT: | |
|---|---|---|
| ____ D & FEIS | __X__ D & F Neg.Dec. | ____ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:

In accordance with FHPM 7-7-2, PP. 9-11, this project is of a type ordinarily considered to be major action with no significant environmental impact.

---

D. Recommended Project Category: ____ 1 ____ 2 __X__ 3 ____ 4


PROJECT AREA
COTTAGE GROVE
LANE COUNTY, OREGON
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CH CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
Population 6,210
Revised August 1972
GOLF COURSE
LATHAM
GOLF COURSE
SOUTHERN PACIFIC
PACIFIC
HARVEY ROAD
MAIN
WASHINGTON AVE
ADAMS AVE
JEFFERSON AVE
MADISON
MONROE AVE
QUINCY AVE
JACKSON AVE
VAN BUREN AVE
HARRISON AVE
TYLER AVE
TAYLOR AVE
POLK
LINCOLN
JOHNSON
GRANT
HAYES AVE
CLEVELAND AVE
ROOSEVELT AVE
TAFT AVE
COTTAGE GROVE CONN.
CHAMBERLAIN DIVIDE
PARKS
CAMBRIA PLACE
PLEASANT VIEW
VILLAGE GREEN
WHITEAKER AVE
OREGON
BIRCH
ANTHONY AVE
BRYANT AVE
CLARK AVE
GIRARD AVE
HUDSON AVE
HARRISON CT.
DOUGLAS
COLUMBIA CT.
DUBLIN
COLM
LORD AVE
KENNEDY AVE
THAYER
CHERRY CT.
CEMETERY RD
WILLAMETTE
ANTHONY CIR.
BRYANT CT.
POND
LOG POND
LOG POND
COODARD LAKE
SWEET LN.
HWY NO. 99
HWY NO. 99S
HWY NO. 224
HWY NO. 58
MP 173.28
MP 174.72
MP 175.22
MP 175.88
MP 176.32
MP 177.28
PAR 273
PAR 331
PAR 3
PAR 5
PAR 7
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PAR 35
PAR 37
PAR 39
PAR 41
PAR

650

640

FORK

640

HARRISON RD

SOUTH RIVER RD

COAST

11

648

R/W

FIR

MAPLE

R/W

648

650

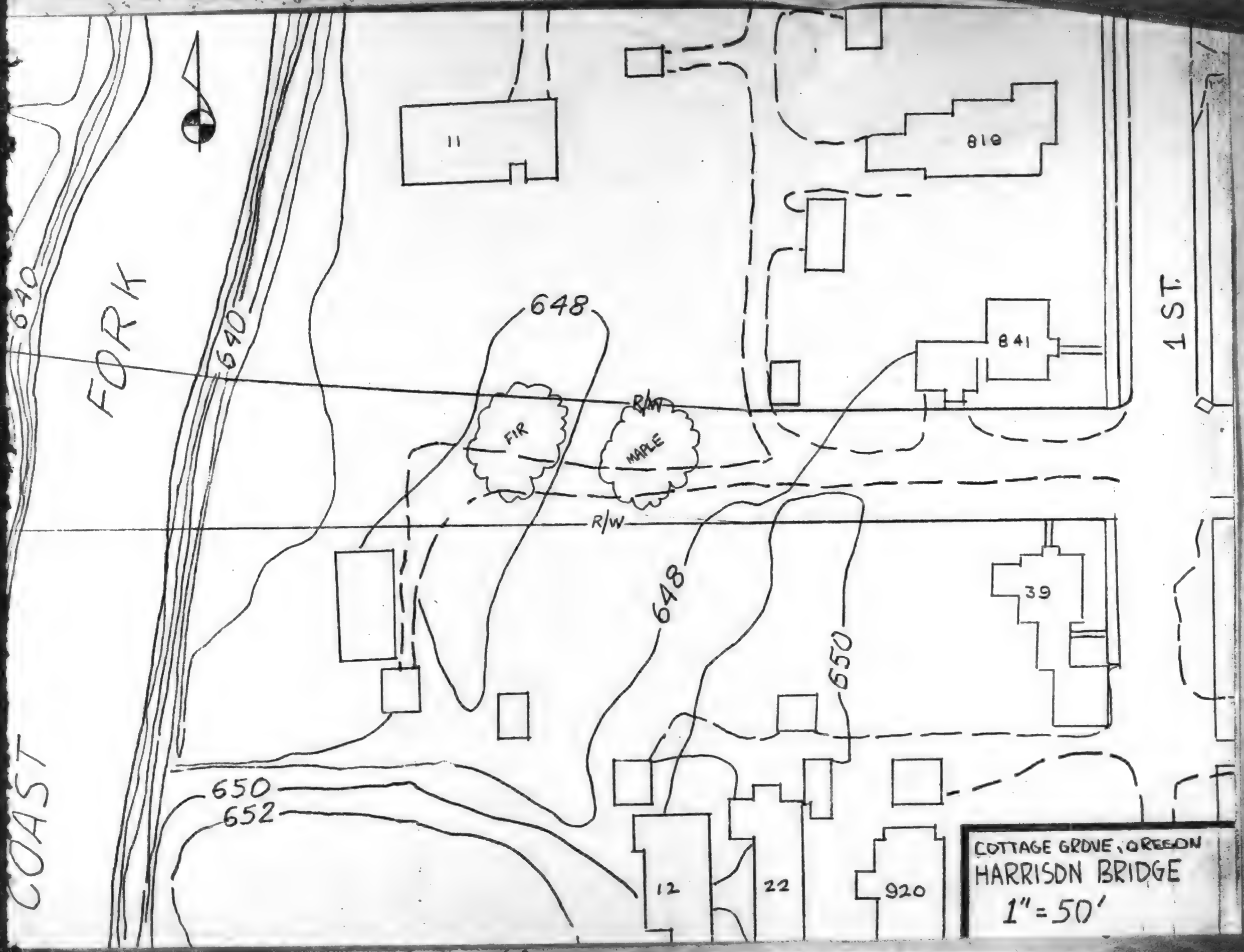
650

652

12

22

920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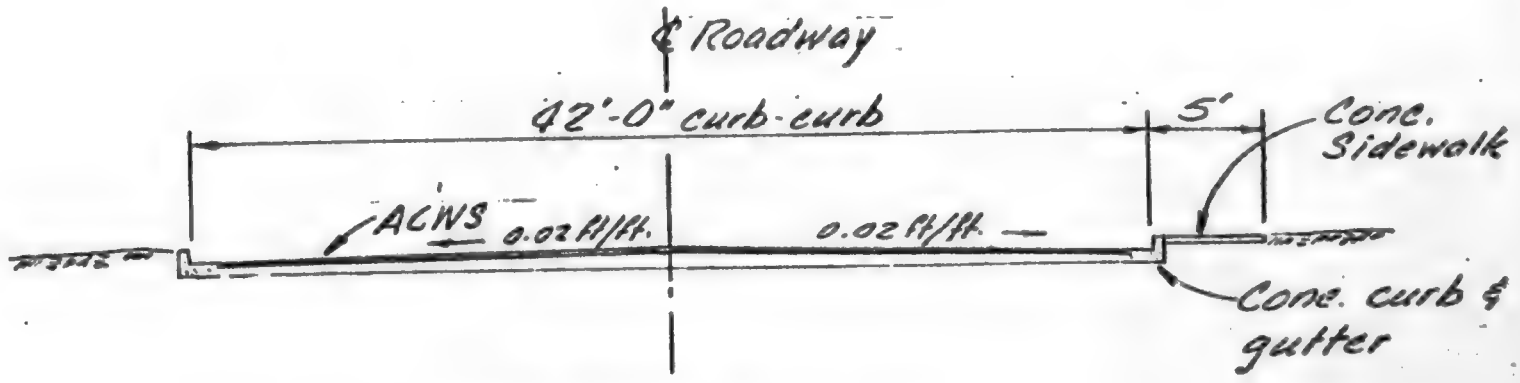
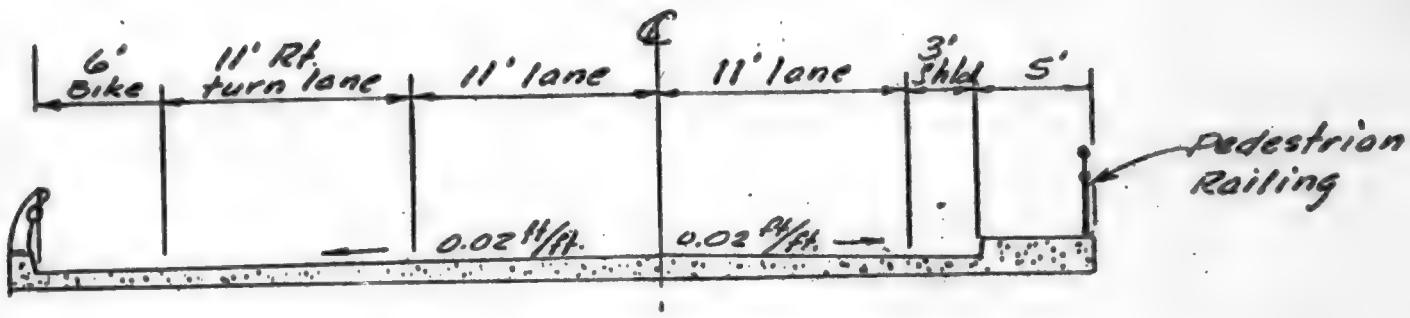
COAST
COTTAGE GROVE, OREGON
HARRISON BRIDGE
1" = 50'




## ROADWAY SECTION

1" = 10'-0"



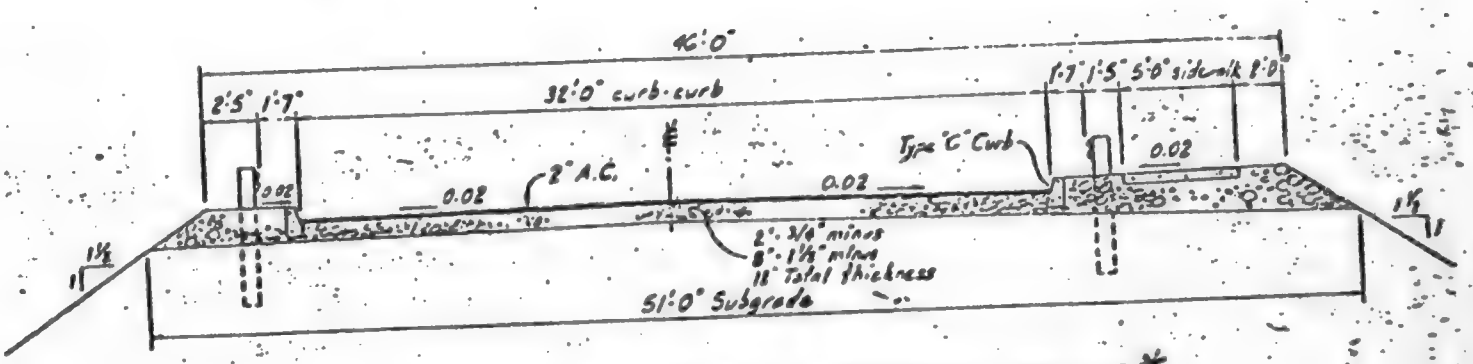

## BRIDGE SECTION

1" = 10'-0"

OREGON BRIDGE ENGINEERING COMPANY
CONSULTING ENGINEERS • SPRINGFIELD, OREGON

# HARRISON ST. BRIDGE SECTION
# CITY OF COTTAGE GROVE
# FAU URBAN PROJECT
## SECTIONS

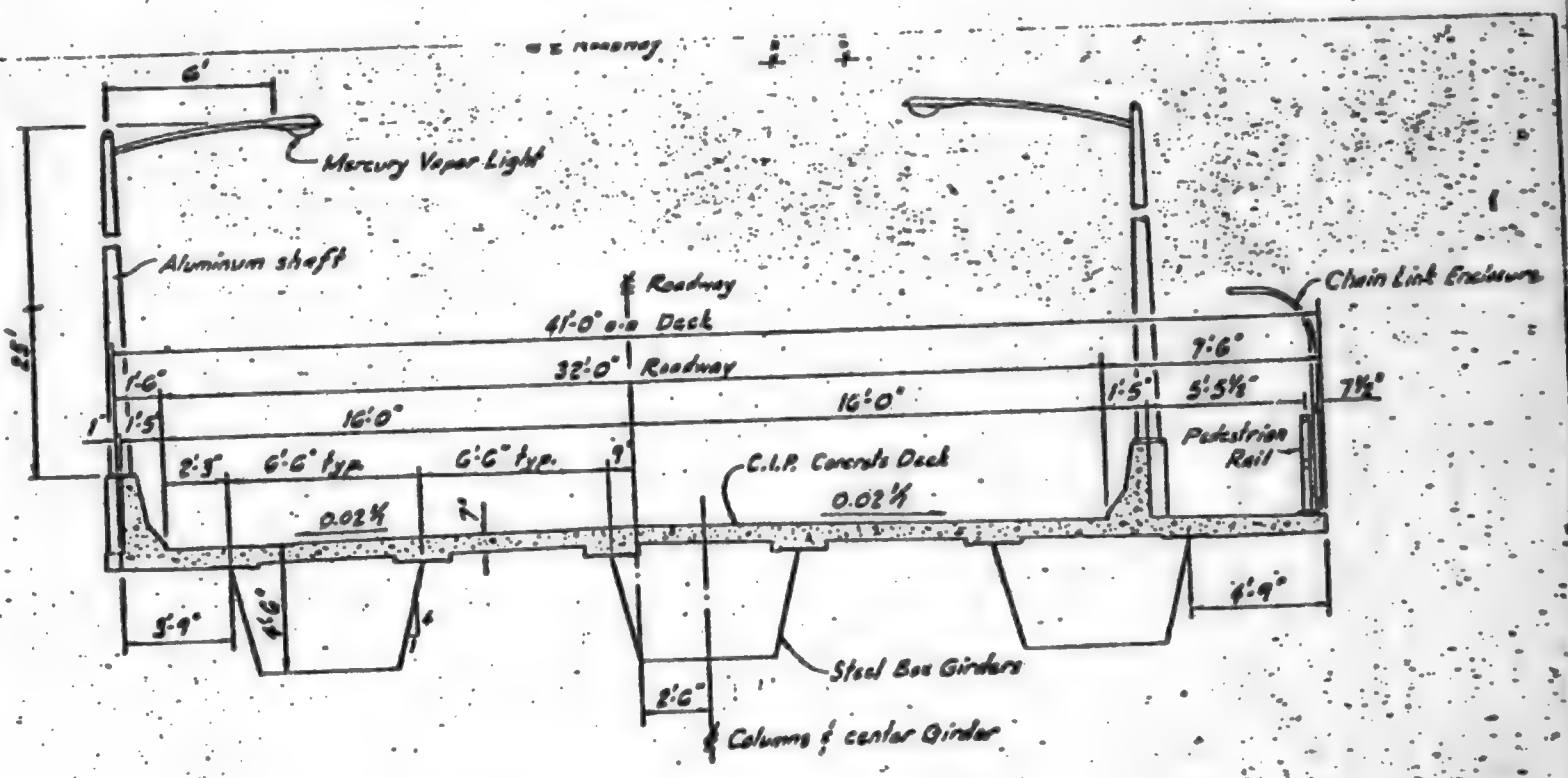
| | | | |
|---|---|---|---|
| DRN: CM 2/77 | CHK'D: | PROJ. NO. 58-1 | DWG. NO. 1/1 |
| DES: LSP 2/77 | APP'D: | FILE NO. | |




## TYPICAL SECTION - APPROACH FILLS*

1" = 5'-0"

* Roadway transition to 40' curb-curb at street connections




## TYPICAL DECK SECTION

1/4" = 1'-0"

OREGON BRIDGE ENGINEERING COMPANY
CONSULTING ENGINEERS SPRINGFIELD, OREGON

## 2nd STREET VIADUCT

for the City of La Grande

# FEDERAL AID PROJECT REQUEST

Date 1/15/76

Applicant Agency CITY OF COTTAGE GROVE

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. 6560 Route Name Harrison Avenue

Project Name Harrison Avenue Extension

Project Length 0.075 mile Project Location (Attach sketch map)

Project Description construction of a concrete clear span bridge and approach street improvements

Average Daily Traffic 1580 A.D.T. Design Speed 35

Complete Applicable Sections:

## I. ROADWAY DATA No existing roadway

### 1. Existing Roadway: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Sidewalks ____

Remarks ____

### 2. Desired Roadway Cross Section: (Attach sketch)

Width ____ Travel Lanes 2 Shoulders none

Medians 2 feet Parking none

Curbed city standard Length Curb Radii ____

Sidewalk/Bikeway 8 feet bike path on North side, 5 feet sidewalk on south side

Remarks ____

## II. RIGHT-OF-WAY DATA

### 1. Existing Right-of-Way:

General Width 76' Minimum 50' Maximum 90'

### 2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No X

### 3. Will additional right-of-way be needed? Yes ____ No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks ____

## III. TRAFFIC CONTROL DATA

### 1. Existing Signalization and Location:

none

2. Proposed Signalization:

Location _____

_____

Type _____

Phases _____

Type of Suspension _____

Interconnected _____

Remarks _____

_____

3. Permanent Signing:

Include in project or by applicant? by applicant

_____

4. Permanent Striping:

Include in project or by applicant? by applicant

_____

## IV. ILLUMINATION DATA

1. Existing Illumination and Location:

by applicant

_____

_____

_____

2. Proposed Illumination:

Location one 7000 lumen street light each end of bridge

Type Metal pole and 10' mastarm

_____

Remarks _____

_____

## V. STRUCTURE DATA

1. Existing Structure:

Location _____

Type _____

Approach Roadway Width _____ Shoulder Width _____

Length _____ Width _____

To remain in place? _____

_____

2. Proposed Structure:

Location On Harrison Avenue, across the Coast Fork of the Willamette River

_____

Approximate Size: Length 120' Width 47'inside 50' outside

Are sidewalk/bikeways desired: 6 feet bikeway north side; 5 feet sidewalk on south side.

Are any utilities to be attached to structure? yes; 12" cast iron water pipe

Are provisions for illumination desired? yes

Are there any unusual or complicating conditions? no

Remarks

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes_____ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — City Manager Office
2. Environmental — City Manager Office
3. Public Hearing — City Manager Office

Remarks Contact: Phillip K. Kushlan, City Manager
400 Main Street, Cottage Grove, Oregon 97424
phone: 942-5501

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant_____ State_____ Consultant X

2. Project construction engineering to be performed by:

Applicant_____ State_____ Consultant X

3. Will applicant perform any work prior to or after award of contract?

Yes_____ No X

If "yes," describe briefly: _____

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ 20,000 ✓ |
| Right-of-way costs (if participating) | |
| Traffic control | |
| Illumination | |
| Structures | 180,000 ✓ |
| Railroad | |
| Other construction engineering | 15,000 |
| Preliminary engineering | 10,000 |
| PROJECT TOTAL | $ 225,000.00 |

Remarks TOTAL FAU = 143,000 (123,000 Fed.)
Local Share = 102,000

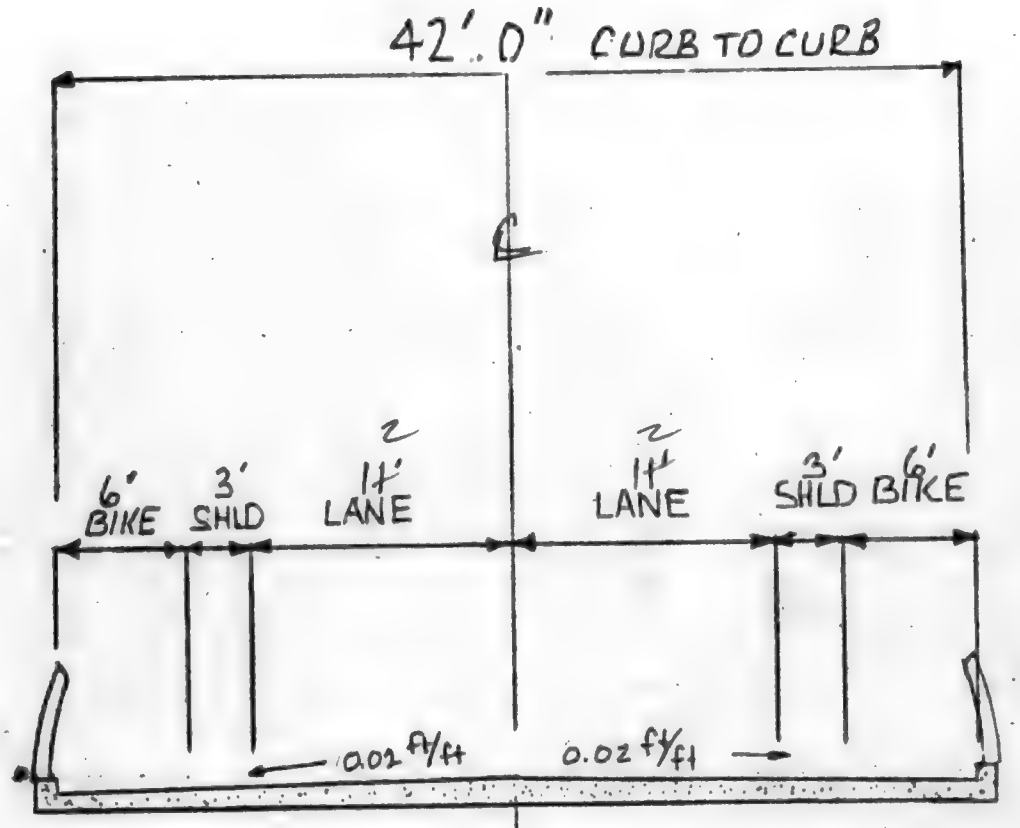
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF COTTAGE GROVE and/or _____ COUNTY

By JAMES R. SHIRLEY, MAYOR By _____

By PHILLIP K. KUSHLAN, CITY MANAGER By _____

By _____




BRIDGE SECTION

1" = 10'

CITY OF COTTAGE GROVE

HARRISON BRIDGE
FAU URBAN SYSTM
SECTIONS

1979 Linn Co. Br. End Guardrail 8899
Project on various FAS Co. Rds.
(Guardrail installation)

CIA 6638 8-17-78

8899

GOVERNMENT PRINTING OFFICE: 1974 — 732 - 020

rn
cc: OSHD (Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL ACCEPTANCE REPORT

5-2-80

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 2 | Linn | Oregon |
| **DATE OF REPORT** | **REPORT MADE BY** | | **PROJECT NO.** |
| 5/1/80 | Wm. Kappus, Area Engineer | | ROS-000S(17) and HES-000S(17) |
| **COMPLETION DATE** | **ACCEPTANCE DATE BY CONTRACT AGENCY** | **TIME ELAPSED** | **CONTRACT TIME** |
| 8/21/79 | 10/26/79 | 126 / 125 = % | 125 CWD |
| **APPROVED EXTENSIONS** | **LOCATION** | | |
| - - - | See below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

LINN COUNTY BRIDGE END GUARD RAIL PROJECT

FAS COUNTY ROADS

Guard Rail

This project provided for the installation of guard rail at bridge ends at ten bridges on FAS County roads in Linn County.

The final cost of the project was very close to the original estimate.

A final inspection of the completed project was conducted September 31, 1979.

RECEIVED
STATE HWY ENGR
MAY 5 - '80
REFER TO
FOR

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer | | SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer | |
| TITLE Area Engineer | DATE 5/1/80 | TITLE Field Operations Engineer | DATE 5/7/80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8899

ROBERT W. STRAUB
GOVERNOR

# Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Vic Atiyeh

CON 5 #8899

November 28, 1979

Coral Contracting Company &
Coral Corporation, J.V.,
Post Office Box 850
Canby, OR 97013

Gentlemen:

Re: Time Extension Request
Linn County Bridge End Guardrail Project
FAP No. ROS-000S(17)
Contract No. 8899

Your request for additional contract time in which to complete the above project has been received and reviewed. Unfortunately we are not able to consider your request since it was not submitted "during the progress of the work" as required by Section 108.09 of the Standard Specifications for this contract. On-site construction was deemed complete on August 21, 1979 and work day count was stopped at that time. All "work" on the project (as defined in Section 101.02) was completed on October 12, 1979. Your request for additional time was received in part on October 25 and in total on November 13, 1979.

We cannot alter contract provisions after the fact, and therefore cannot consider your request.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

RECEIVED
STATE HWY ENGR
NOV 29 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

OBJ:fr

bc: H. S. Coulter
C. O. Fredrickson
Keats Oliver
FHWA
Robert Church

Form 81-734-3123 (Rev. 7-77)

8899

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

11-6-79

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Hellsgate Construction Co., Inc., No. 8786 | Dexter State Park, Lane County | October 12, 1979 |
| E. M. Waldron Sr. Construction, No. 8800 | Little Deschutes R. (Montgomery) Br., Deschutes County | October 15, 1979 |
| Continental Crushing & Leasing, Inc., No. 8850 | Ukiah Rock Production, Umatilla County | October 17, 1979 |
| Douglas S. Coats Construction, No. 8908 | Malehur River (Airport Rd.) Bridge, Malheur County | October 18, 1979 |
| Donald M. Drake Co., No. 8589 | N.E. Maywood Place, Multnomah County | October 24, 1979 |
| Tice Electric Co., No. 8873 | Pacific Hwy. West @ SW 53rd Ave., Multnomah County | October 25, 1979 |
| Cascade Construction Co., No. 8797 | Vineyard Rd., Naef Rd., & Boardman Ave., Clackamas Co. | October 26, 1979 |
| Coral Corp. & Coral Const. Co., No. 8899 | Linn Co.Bridge End Guard Rail Project, Linn County | October 26, 1979 |
| Cascade Construction Co., No. 8737 | Milwaukie-Gladstone, Clackamas County | October 29, 1979 |
| Hannan Bros. Const., Inc., No. 8843 | Second St. U'Xing (Hood River), Hood River County | October 29, 1979 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Hensel Phelps Const. Co., No. 8577 | N. Banfield Interchange (NE 102nd Ave. Str.), Multnomah County | October 30, 1979 |
| Peter Kiewit Sons' Co., No. 8648 | NW Kittridge Ave.-NW 26th Ave. (Portland), Multnomah County | November 1, 1979 |
| R. A. Hatch Co., No. 8859 | Oregon Slough Bridge, Multnomah County | November 5, 1979 |

November 6, 1979

H. S. Coulter, State Highway Engineer

CON 5
#8899

October 30, 1979

Fireman's Fund Insurance Co.
Fidelity & Suraty Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Gentlemen:

Contract No. 8899 awarded to Coral Contracting Co. and Coral Corporation for the Linn County Bridge End Guardrail Project in Linn County was completed on August 21, 1979, and accepted by the State Highway Engineer on October 26, 1979.

The total contract amount is $136,992.22 including $890.45 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

rls

cc: Coral Contracting Co. and Coral Corp.
135 E. Hereford
P. O. Box 248
Gladstone, OR 97027

Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8899 - 1-24-79 Linn Co.

522-1091

REGION 2 ENGINEER
RECEIVED
SEP 27 1979
RDE
RLE RE RDE RME RTE ROE
ULE GEO RSO ENV RBE

Narrative Report

Linn County Bridge End Guardrail Project

FAS County Roads Linn County Contract 8899

Tau.

This was a very simple safety improvement project to install guardrail at selected bridge ends in Linn County. No new right of way was involved and utility conflicts were minor. The only real problem encountered was when the County overlayed Tulsa Road past bridges 8 and 9, without any prior notice to us, which caused our grades to be off. E W O # 1 was written to correct one run on bridge 8.

Design considerations: Bridge # 4 is a very short (22 foot) structure. Since hindsight seems to be much clearer than foresight, it appears that this bridge should have had continuous rail placed across it rather than bridge connections. The ends of the terminal sections are only 7½ feet apart. Continuous rail would have been less expensive and also present a better appearance. This should be considered on future projects where the structure is less than 50 feet long.

Bridges 1, 2, 3, 7, & 10 have wide sidewalks for pedestrians and bicycles. The rail was connected to the bridge railing at the back of the sidewalk leaving the sidewalk unprotected as was planned. On some other projects the rail has been placed clear across the bridge on the front of the sidewalk or else a concrete terminal poured at the bridge end on the front of sidewalk with a rail connection. Is there a policy on this or is it just a matter of individual preference?

Keats Oliver
Resident Engineer
Sept 26, 1979

REFERRED TO
Beard Stoudenmayer
Cole WEG Sample
Eriksen Watson
Hager Dorn Lou
Return Discuss Do File Copy Dup
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
Christensen
Olson
Sullivan Copy
Wakeley
RECEIVED
OCT 10 1979
ROAD DESIGN SECTION
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Action

522-1091

# STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Linn Co Bridge End Guardrail Project
Highway: FAS County Roads
County: Linn

Contract # 8899
Prefix 522-1091
F A No. BOS-0006(17)

| Item # | Item | unit | Original | Semi-final | %(+ or -) |
|---|---|---|---|---|---|
| | SUMMARY | | | | |
| | Bid items | $ | 137,531.00 | 137,377.50 | 0 |
| | Anticipated items | | 2,600 | 0 | - 100 |
| | Contingencies | | 6,305.90 | 900 | - 86 |
| | Engineering | | 12,611.79 | 12,611.79 | 0 |
| | Liquidated damages | | | - 100 | |
| | Total | $ | 159,048.69 | 150,789.29 | - 5 |

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

## INDIVIDUAL OVERRUNS AND UNDERRUNS

| | | | | | |
|---|---|---|---|---|---|
| 3 | temporary signs<br>Only 1 set of signs used for all bridges. | sq ft | 474 | 90.3 | - 81 |
| 8 | embankment in place<br>Overestimated. | cu yd | 1620 | 822.7 | - 49 |

2279

Linn Co.

ROAD DESIGN SECTION 378-6558

October 15, 1979

Keats Oliver
Resident Engineer

W. E. Cole
Design Engineer Supervisor

Linn Co. Bridge End Guardrail Project
FAS County Roads
~~Linn County~~
(Const. Report Contract No. 8899)

This letter acknowledges receipt of your narrative report on the subject project.

Remarks:

1. On Bridge No. 4, continuous rail should have been called for across the entire length of the structure.

2. Bridges 1, 2, 3, 7 and 10 that have the wide sidewalks, connecting the guardrail to the front of the walks rather than to the existing handrail was considered. This project was set up to upgrade the guardrail with limited funding and restricted right of way limits. If the guardrail was connected to the front of the walk, a paved foot path would have been required behind the rail to provide for continuous pedestrian and bicycle movement. This could not be accomplished due to the limited right of way restrictions.

   On some projects with wide sidewalks on the structure, we anchor the guardrail at the front edge of the sidewalk with a concrete terminal when pedestrian traffic is not a factor. The guardrail is anchored into the structure handrail on those projects where pedestrian and bicycle traffic is a factor.

WEC:mw

Verstoeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 15 1979
ROAD DESIGN SECTION

file

Do Not File ☐
Return To
Bring Up ___/___/___
Action

VICTOR ATIYEH
GOVERNOR

8811

*Department of Transportation*
# STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

DATE: September 19, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

H. S. Coulter

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-ROS-000S(17)

Contract 8899, Work Completed August 21, 1979

Project Linn County Bridge End Guardrail Project

Highway FAS County Roads

County Linn

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Aug. 31, 1979

for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
C. O. Fredrickson
R. D. Church

RECEIVED
STATE HWY ENGR
OCT 8'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Keasey — Jackmond — Hopkins — Williams — Johnson — Glenn
RECEIVED
OCT 5 1979
CONSTRUCTION BRANCH
Richards — Berg — Inloes — Widmer — Gebauer — Church

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Linn County Bridge End Guard Rail Project | | WEEK ENDING: Sept 15 1979 |
| | | SECTION PREFIX: 522-1091 |
| HIGHWAY: F A S County Roads | | COUNTY: Linn |
| NAME OF JOB: Linn County Bridge End Guard Rail Project | KIND OF WORK: Guard Rail | |
| CONTRACTOR: Coral Corp & Coral Const. Co. | CONTRACT NUMBER: 8899 | FEDERAL AID PROJECT NUMBER: ROS-0008(17) |
| DATE OF CONTRACT: 4/6/79 | DATE WORK STARTED: 5/9/79 | ESTIMATED COMPLETION DATE: 8/21/79 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION: | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS 125 | CALENDAR DAYS USED 126 |
| PROJECT AUTHORIZATION: $ 159,048.69 | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED 101 |
| EXCLUSIVE OF ENGINEERING: $ 146,436.90 | ENGINEERING AUTHORIZATION $ 12,611.79 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ ~~150,000~~ 138,000 | ENGINEERING COST TO DATE $ 11,500 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 95 ~~100~~ |
| ESTIMATED PERCENT: OVERRUN / UNDERRUN - 6 ~~0~~ % | this week PERCENT OF AUTHORIZATION 91 % | DATE PROJECT WAS COMPLETED: Aug 21, 1979 |

Semi-final estimate was submitted on Sept 12th

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | ~~SURFACING~~ PAVE. | MAT'L. PROD. | guard rail 100 | |
|---|---|---|---|---|---|---|---|
| | | 100 | 100 | | | | |

| | GRADING | SURFACING | ~~MISCELLANEOUS~~ MAT'L. PROD. | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | NA | NA | guard rail | | NA |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 1620 | 1270 | | | 235 |
| TOTAL QUANTITIES CORRECTED TO DATE | ~~1,000~~ 1,000 | ~~1,306~~ 1,306 | | | same 202 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | ~~1000~~ 822 | 1,306 | | | 202 |
| AVERAGE DAILY QUANTITIES | this week | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK: backhoe___, roller___, blade___, dozer___, dump truck___, pkup___, auger truck___, paver___, water wagon___, flat bed truck___, loader___, broom___, jackhammer & compressor___

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

RECEIVED
SEP 17 1979
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inlow, Widmer, Gebauer, Church

| GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK | |
|---|---|
| SUNDAY | |
| MONDAY<br>Sept 10, 1979 | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

**REMARKS**

Semi final estimate was sent to Region Office on Sept 12th.

PROJECT COMPLETED
FINAL REPORT

NEXT WEEK:

SIGNED Keats Oliver, Res. Engr. LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8899

STATE COPY

| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | Form Approved; O M B No. 04-R2089 |
|---|---|---|
| MONTHLY TRANSACTION NUMBER<br>6-12 + 6-61 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Linn |
| MODIFICATION NUMBER | 5-24-79 | Project Number<br>HES-ROS-000S (17) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on , 19 , is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 9,700 | $ 172,236 |
| Federal funds | $ 8,730 | $ 155,012 |
| Other revisions | | |

This modification is made for the following reasons:

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of May , 19 79 .

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E J Hunter

Asst. Highway Engineer
*(Title)*

By XX for: H. S. Coulter

State Highway Engineer
*(Title)*

By _____

_____
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
*(Division Administrator)*

For: G.L. Green

Form FR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 484

Oregon State Highway Division
Salem, Oregon, May 1, 1979

Federal Aid Project
No. HES-ROS-000S(17)

LINN CO. BR. ENDS GUARD RAIL PROJ.
FAS COUNTY ROADS
LINN COUNTY

Revised Project Agreement Estimate.

| | | | |
|---|---|---|---|
| Type Code P.E.<br>Preliminary Engineering | All Required | | $ 16,025.00 |
| Type Code Y 101<br>Guard Rail | | | |
| Mobilization | All Required | | $ 6,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 2,000.00 |
| Temporary Signs | 474 Sq.Ft. | 4.00 | 1,896.00 |
| Temporary Barricades | 8 Each | 85.00 | 680.00 |
| Flagmen | 320 Hour | 21.00 | 6,720.00 |
| Clearing and Grubbing | All Required | | 2,500.00 |
| Removal of Structures and Obstructions | All Required | | 1,000.00 |
| Embankment In Place | 1,620 Cu.Yd. | 8.00 | 12,960.00 |
| 1"-0 Aggregate Base | 1,270 Cu.Yd. | 12.00 | 15,240.00 |
| Class "B" Asphalt Concrete | 235 Ton | 42.00 | 9,870.00 |
| Guard Rail, Type 2A | 2,850 Lin.Ft. | 12.50 | 35,625.00 |
| Guard Rail, Type 3 | 775 Lin.Ft. | 21.00 | 16,275.00 |
| Guard Rail Anchors, Type 1 | 30 Each | 200.00 | 6,000.00 |
| Guard Rail Anchors, Type 2 | 10 Each | 350.00 | 3500.00 |
| Extra For Guard Rail Bridge Connections | 27 Each | 300.00 | 8,100.00 |
| Rail End Pieces, Type B | 10 Each | 70.00 | 700.00 |
| Rail End Pieces, Type C | 30 Each | 125.00 | 3,750.00 |
| Extra Guard Rail Blocks | 155 Each | 17.00 | 2,635.00 |
| Extra For Asphalt Ramps | 14 Each | 100.00 | 1,400.00 |
| Delineators | 40 Each | 17.00 | 680.00 |
| | | | $ 137,531.00 |
| Anticipated Items<br>Temporary Erosion Control | All Required | | $ 100.00 |
| | Subtotal | | $ 137,631.00 |
| | Engineering | | 18,580.00 |
| | Total | | $ 156,211.00 |

Oregon State Highway Division
Salem, Oregon, May 1, 1979

Federal Aid Project
No. HES-ROS-000S(17)

Length of Project - - - - - - - - - - - - - 0.00

Work Retained in Program Status
(not included in amounts below)

Roadside Seeding and Mulching — All Required — $ 500.00

SUMMARY OF FUNDS (90%)

| Description | Appr. Code | Total Cost | Federal Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | 144 | $ 16,025 | $ 14,422 | $ 1,603 |
| Guard Rail | 141 | 156,211 | 140,590 | 15,621 |
| Total | | $ 172,236 | $ 155,012 | $ 17,224 |

Group 1 100%
Contract No. 8899
Prefix 522-1963
Prefix 522-1091

Oregon State Highway Division
Salem, Oregon, May 1, 1979

Federal Aid Project
No. HES-ROS-000S(17)

LINN CO. GUARD RAIL PROJ.
(Non-participating-State Work)

| | | |
|---|---|---|
| State Responsibility For Damages | All Required | $ 2,000.00 |

| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>4-159 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br><br>**FEDERAL-AID PROJECT AGREEMENT**<br><br>4-19-78 | to<br>OREGON<br>County<br>LINN<br>Project No.<br>ROS-000S(17) |
|---|---|---|

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Countywide

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 9-28-77 | 0.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 90%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 9,700 | $ 8,730 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E S Hunter

Technical Services Manager
*(Title)*

By

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Date executed by Division Administrator APR 20 '78

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, April 11, 1978

FEDERAL AID PROJECT
No. ROS-000S(17)

Linn County Bridge End Guardrail Project
Various County Roads in Linn County

Project Agreement Estimate

Type Code P.E.

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $9,700.00 |
| | TOTAL | $9,700.00 |

Length of Project . . . . . 0.0 mile

SUMMARY OF FUNDS (90%)

| Description | Total Cost | Federal Funds | County Funds |
|---|---|---|---|
| P.E. | $ 9,700.00 | $ 8,730.00 | $ 970.00 |
| Retain in Program Guardrail (Contract) | 250,000.00 | 225,000.00 | 25,000.00 |
| TOTAL | $259,700.00 | $233,730.00 | $25,970.00 |

Group 1 - 100%
Prefix 522-1963 P.E.

8899

March 29, 1979

Board of County Commissioners
Linn County
3010 Ferry Street S.W.
Albany, Oregon 97321

Attn: Willis R. Grafe, P.E.
County Engineer

Gentlemen:

On March 29, 1979 a satisfactory bid was received from Coral Corp. and Coral Construction Co., JV, P.O. Box 258, Gladstone, Oregon 97027 for construction on the Linn County Bridge End Guardrail Project. The advance deposit based on the anticipated construction cost of their bid is as follows:

| | |
|---|---|
| Bid Items | $137,531.00 |
| Temporary Erosion Control | 100.00 |
| State Responsibility for Damages | 2,000.00 |
| Roadside Seeding & Mulching | 800.00 |
| 4½% Contingencies | 6,305.90 |
| Construction Engineering | 12,611.79 |
| Preliminary Engineering | 15,257.18 |
| ESTIMATED TOTAL COST | $174,305.26 |

County's Advance Deposit:
10% of $174,305.26 = $17,430.53 or say $17,400.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than April 20, 1979.

Please make your check for $17,400.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
G. W. WIMER

Gerald Wimer
Local Government Manager

4-6-79 Rec. Cert. Awarded notified Steve

FFH:pf

bcc w/AD # 608: Region 2 Federal Aid Specialist
Vern Skoog-Please return completed AD #608 when check is received.

| | | | | | | |
|---|---|---|---|---|---|---|
| | 522 | 1955 | 901 | 00 P 1 | 6.835.16 | |
| | 522 | 1955 | 901 | 00 N 1 | | |
| | 522 | 1955 | 910 | 00 P 1 | | |
| | 522 | 1955 | 913 | 00 P 1 | 9.75 | |
| | 522 | 1955 | 914 | 00 P 1 | | |
| | 522 | 1955 | 923 | 00 P 1 | | |
| | 522 | 1955 | 926 | 00 P 1 | | |
| | | | TOT | P1 | 6.844.91 | |
| | | | TOT | N1 | | |
| | | | ** JOB TOTALS ** | | 6.844.91 ** | |

GUARDRAIL @ BRIDGE ENDS CONT NO FA PROJ NOS ROS 00S017 100

| | | | | | |
|---|---|---|---|---|---|
| 522 | 1963 | 296 | 00 N 9 | | |
| 522 | 1963 | 298 | 00 N 9 | | |
| 522 | 1963 | 901 | 00 P 1 | 53.60 | |
| 522 | 1963 | 901 | 00 N 1 | | |
| 522 | 1963 | 905 | 00 P 1 | 324.98 | |
| 522 | 1963 | 914 | 00 P 1 | | |
| 522 | 1963 | 921 | 00 P 1 | 108.12 | |
| 522 | 1963 | 922 | 00 P 1 | 6.80 | |
| | | TOT | P1 | 493.50 | |
| | | TOT | N1 | | |
| | | ** JOB TOTALS ** | | 493.50 ** | |

L TO DATE JOB COST SUMMARY FEB JAN

PIPTION OF JOB OR DEPARTMENT PREFIX FUNCTION GR CURRENT MONTH FEB

MALHEUP CO SIGNING NO 2 FAS CONT NO FA PROJ NOS HHS 00S016 100

| | | | | | |
|---|---|---|---|---|---|
| 523 | 1952 | 296 | 00 N 9 | | |
| 523 | 1952 | 298 | 00 N 9 | | |
| 523 | 1952 | 901 | 00 P 1 | | |
| 523 | 1952 | 905 | 00 P 1 | | |
| 523 | 1952 | 918 | 00 P 1 | | |
| | | TOT | P1 | | |
| | | ** JOB TOTALS ** | | | ** |

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | | | | 74.80 |
| 1955 | 901 | 00 N 1 | | | | 1,523.96 |
| 1955 | 910 | 00 P 1 | | 194.30 | | 9.75 |
| 1955 | 913 | 00 P 1 | 9.75 | 9.75 | | 328.93 |
| 1955 | 914 | 00 P 1 | | | | 324.16 |
| 1955 | 923 | 00 P 1 | | | | 129.40 |
| 1955 | 926 | 00 P 1 | | | | 11,685.82 |
| | TOT | P1 | 6,844.91 | 8,751.94 | | 74.80 |
| | TOT | N1 | | | | |
| | ** JOB TOTALS ** | | 6,844.91 ** | 8,751.94 ** | | 11,760.62 |

| | | | | | | |
|---|---|---|---|---|---|---|
| | FA PROJ NOS ROS 00S017 100 | | | | | 00 |
| | | | | | | 8,730.00CR |
| 1963 | 296 | 00 N 9 | | | | 8,730.00 |
| 1963 | 298 | 00 N 9 | | | | 8,964.59 |
| 1963 | 901 | 00 P 1 | 53.60 | 285.69 | | 40.35 |
| 1963 | 901 | 00 N 1 | | | | 5,400.55 |
| 1963 | 905 | 00 P 1 | 324.98 | 1,887.24 | | 599.81 |
| 1963 | 914 | 00 P 1 | | 599.81 | | 245.08 |
| 1963 | 921 | 00 P 1 | 108.12 | 245.08 | | 6.80 |
| 1963 | 922 | 00 P 1 | 6.80 | 6.80 | | 15,216.83 |
| | TOT | P1 | 493.50 | 3,024.62 | | 40.35 |
| | TOT | N1 | | | | 15,257.18 |
| | ** JOB TOTALS ** | | 493.50 ** | 3,024.62 ** | | |



| PREFIX | | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE |
|---|---|---|---|---|---|---|
| | | FA PROJ NOS HHS 00S016 100 | | | | 00 |
| NO | | | | | | 75.00CR |
| 23 | 1952 | 296 | 00 N 9 | | | 75.00 |
| 23 | 1952 | 298 | 00 N 9 | | | 492.44 |
| 23 | 1952 | 901 | 00 P 1 | | | 263.71 |
| 23 | 1952 | 905 | 00 P 1 | | | 1.35 |
| 23 | 1952 | 918 | 00 P 1 | | | 757.53 |
| | | TOT | P1 | | | 757.53 |
| | | ** JOB TOTALS ** | | ** | ** | |

8879 C Linn

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
March 7, 1979

Duane O. Christensen
Final Design Engineer

C. O. Fredrickson
Region 2 Engineer

Linn County Bridge End
Guardrail Project
FAS County Roads
Linn County

Attention: Ted Litchfield
Region 2 Construction Engineer

The subject project will open for bids March 29, 1979. After the plans were processed some minor modifications were found to be desirable as listed below:

1. Please note the details indicate the offset distance on the guardrail flares vary from 8 feet to 10 feet maximum. If during construction it becomes apparent these offsets will crowd the toe of slope and the right of way line, they may be reduced to 4 feet minimum. The AASHTO "Guide for Selecting, Locating and Designing Traffic Barriers" (1977) indicate that on these classes of roads the 4 foot offset is acceptable.

2. On Sheet 2A of the details, please note Plan 5 and Plan 6 shows that 25 feet of Type 3 rail connects directly to the old type rail with 12'-6" spacing between posts. The only modification detailed for this rail was to add blocks. FHWA requested and we concur that two additional posts and blocks should be added immediately following the Type 3 rails. This would update the existing rail to Type 2A for 25' and thereby making a safer transition.

If you have any questions regarding these modifications during construction, please contact me.

Vanderzanden ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Assistant

RECEIVED
MAR 07 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

WEC:ab
cc: W. E. Cole
Bill Kappus, FHWA

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HES-ROS-0005(17)

STATE PROJECT NO.: See below

COUNTY NAME: Linn

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70598-5

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 15 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 3-7-79 | 3-7-79 | Various | County Roads |

GENERAL LOCATION:
Linn County Bridge End Guardrail Project

GENERAL DESCRIPTION OF WORK:
Guardrail Installation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Temporary Erosion Control (EW) $100
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRICTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's March 5, 1979 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $185,344 - Federal Funds $166,809.

A signed copy of the Title Sheet is returned herewith.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 3-7-79 | G. K. Hoffman | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8219

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT: HES-ROS-000S(17)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70598-5

COUNTY NAME: Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 15 '79
REFER TO,
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE: 3-5-79

FEDERAL ROUTE NUMBER: Various

STATE ROUTE NUMBER: County Roads

GENERAL LOCATION:
Linn County Bridge End Guardrail Project

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRICTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRICTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of March 5, 1979, I approve the program change adding Appropriation Code 141 - HES for the construction portion of the subject project.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 3-5-79 | G. K. Hoppner | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8899

NEAL D. MICHAEL
Roadmaster

Office Of
LINN COUNTY ENGINEER
3010 Ferry Street, SW
ALBANY, OREGON 97321

WILLIS R. GRAFE, P.E.
County Engineer

February 22, 1979

Phillip O. Stearns
Region Federal Aid Engineer
Oregon State Highway Division
2960 E. State St.
Salem, Oregon 97310

Dear Mr. Stearns:

Returned herewith is a signed copy of the preliminary plans for the Linn County Bridge End Guardrail Project. We find them to be satisfactory and do not have any further comments to offer on either the plans or the estimate of $187,960.54.

The County is prepared to fund the project as soon as you wish to go to contract.

Sincerely,

Willis R. Grafe
Linn County Engineer

WRG:bt
Attached

2-28-79
Notified Galloway
in Specs

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LCE ☑ FAE ☐ CPE ☐
FEB 26 1979
File: PM FA
LG CP

| INDEX OF SHEETS | |
|---|---|
| SHEET NO. | DESCRIPTION |
| 1 | Title Sheet |
| 2,2A,2B,2C | Plans & Sections |
| 2D | Summary |
| 3 | Work Areas |
| 3A | Construction Tables & Details |

Drg. No's.
S-1, S-12, 2126C - Temporary Protection & Direction Of Traffic
2126, 2126A, 2126B, 23257 } Guard Rail

APPROVED 2-21 1979
COUNTY COURT OF Linn COUNTY
BY Marvy Keenan COUNTY JUDGE COMMISSIONER
Vernon Schenck COUNTY COMMISSIONER
Joel D. Todd Jr. COUNTY COMMISSIONER

STATE OF O

# DEPARTMENT OF TR

## STATE HIGHWA

PLANS FOR PROPO

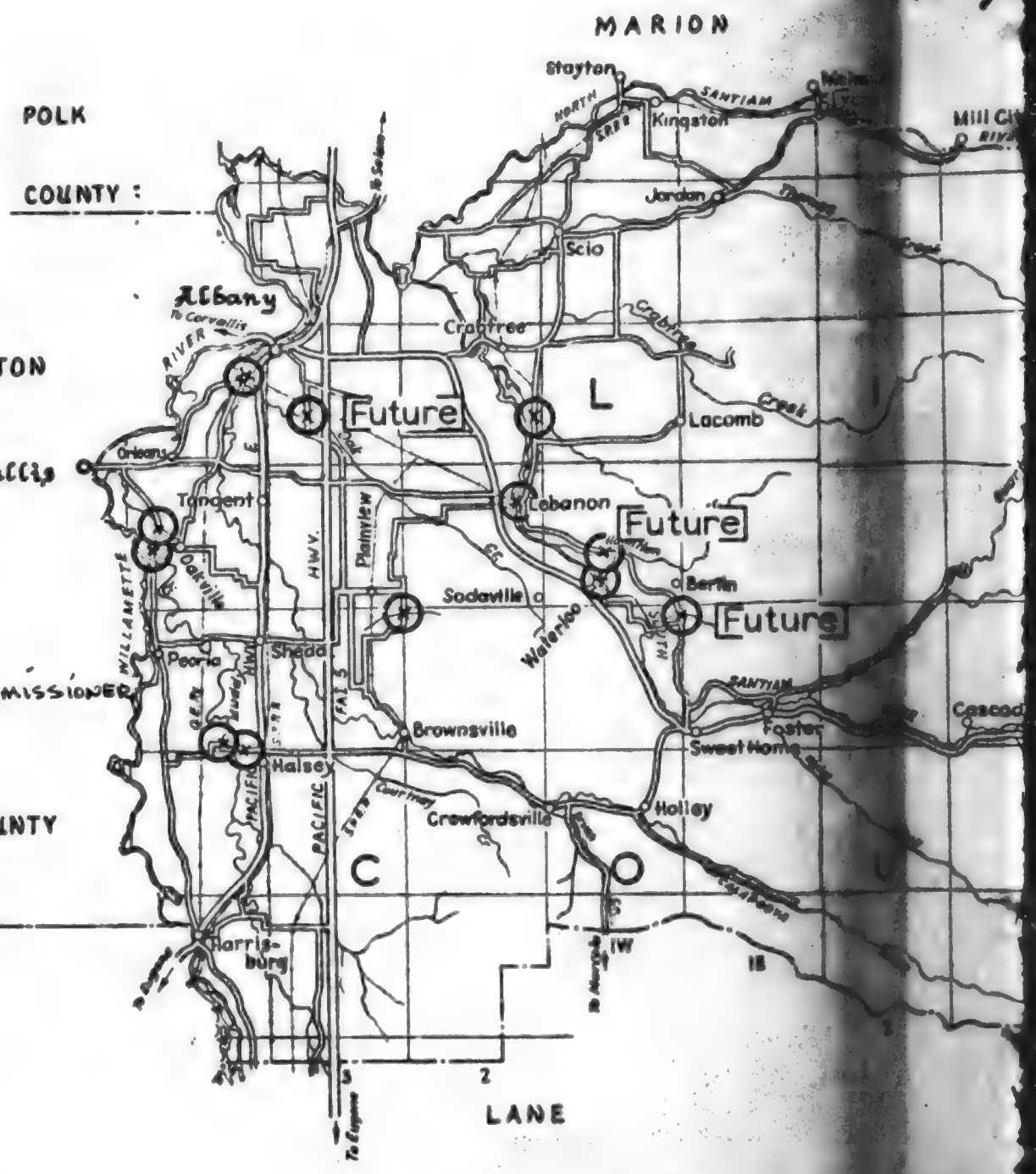
GUARD RAIL INST

# LINN COUNTY BRIDGE END

## FAS COUNTY

LINN COU

MARCH, I



STATE OF OREGON

# TMENT OF TRANSPORTATION

## ATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

GUARD RAIL INSTALLATION

# BRIDGE END GUARD RAIL PROJECT

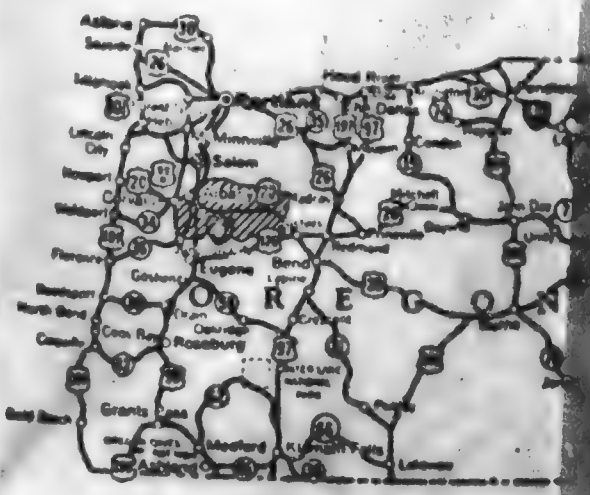
## FAS COUNTY ROADS

LINN COUNTY

MARCH, 1979

PRELIMINARY COPY
FEB 12 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

| LINN COUNTY BRIDGE END GUARD RAIL PROJECT FAS COUNTY ROADS LINN COUNTY | | | |
|---|---|---|---|
| FED ROAD Div No. | STATE | PROJECT NUMBER | FISCAL YEAR |
| 10 | OREGON | ROS-0005(17) | |

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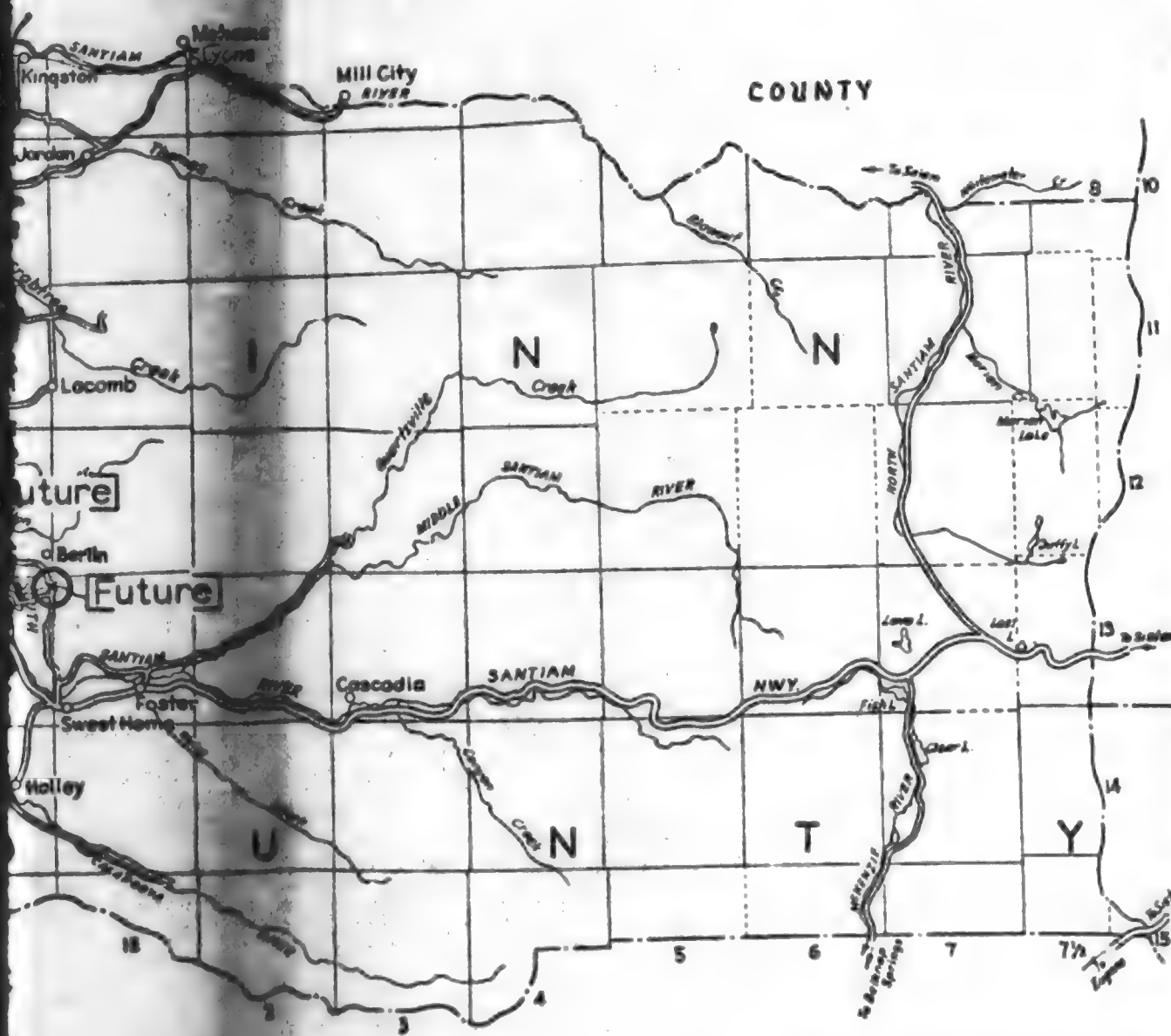



JEFFERSON

COUNTY

DESCHUTES

COUNTY

COUNTY

Sketch Map
Scale 0 2 4 6 Miles

OREGON TRANSPORTATION COMMISSION

| | |
|---|---|
| Glenn L. Jackson | CHAIRMAN |
| Michael P Hollern | VICE CHAIRMAN |
| Gordon Coleman | COMMISSIONER |
| Peter J. Brix | COMMISSIONER |
| Tom Walsh | COMMISSIONER |
| Fred B. Klaboe | DIRECTOR OF TRANSPORTATION |

REGISTERED PROFESSIONAL ENGINEER
OCT. 20, 1978
H. S. COULTER

H.'S. Coulter — STATE HIGHWA

E. S. Hunter — A HISTORY OF

DEPARTMENT OF TRA
FEDERAL HIGHWAY A
APPROVED:
DIVISION ADMINISTRATOR

14V-177

F OREGON

# TRANSPORTATION

WAY DIVISION

OPOSED PROJECT

INSTALLATION

# ND GUARD RAIL PROJECT

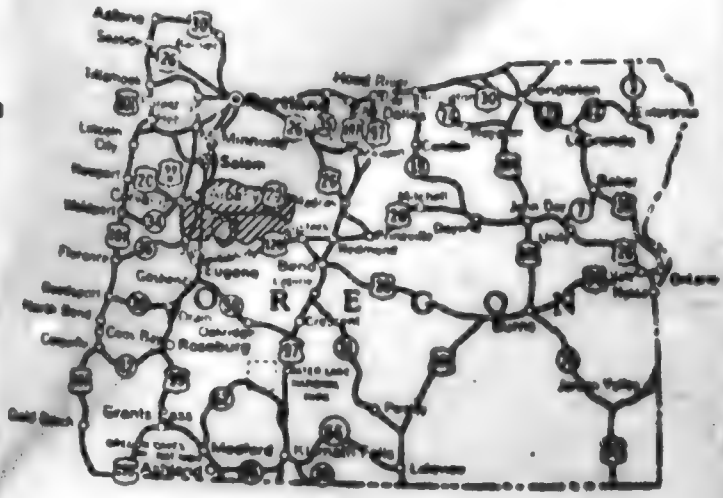
NTY ROADS

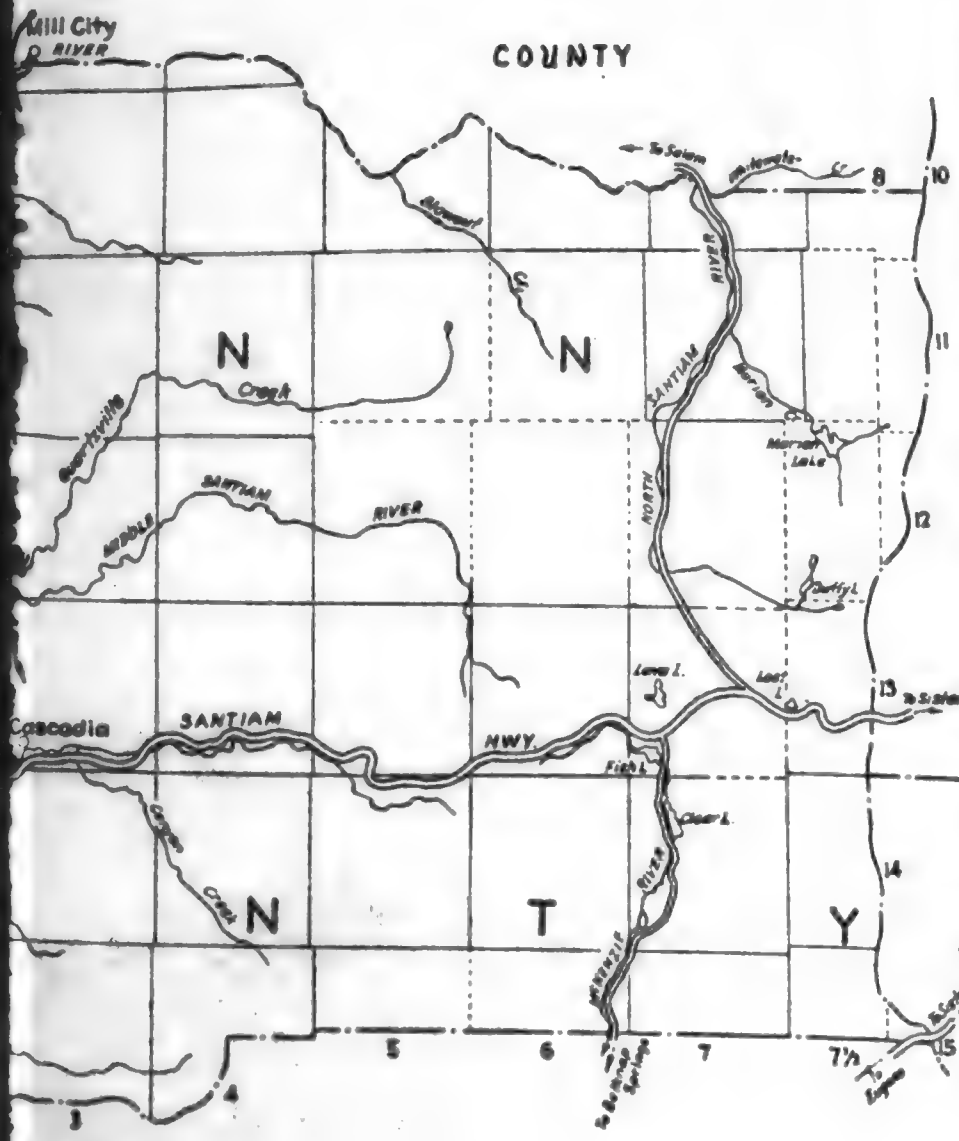
COUNTY

H, 1979

PRELIMINARY COPY
FEB 12 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

| LINN COUNTY BRIDGE END GUARD RAIL PROJECT FAS COUNTY ROADS LINN COUNTY | | | | SHEET No. 1 |
|---|---|---|---|---|
| FED ROAD Div No | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | ROS-0003(17) | | |




Sketch Map
1 2 3 Miles

JEFFERSON

COUNTY

REGISTERED PROFESSIONAL ENGINEER
OCT. 20, 1978
H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER
MAY 20, 1980
EDWIN A. HUNTER

H.S. Coulter — STATE HIGHWAY ENGINEER

E.S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

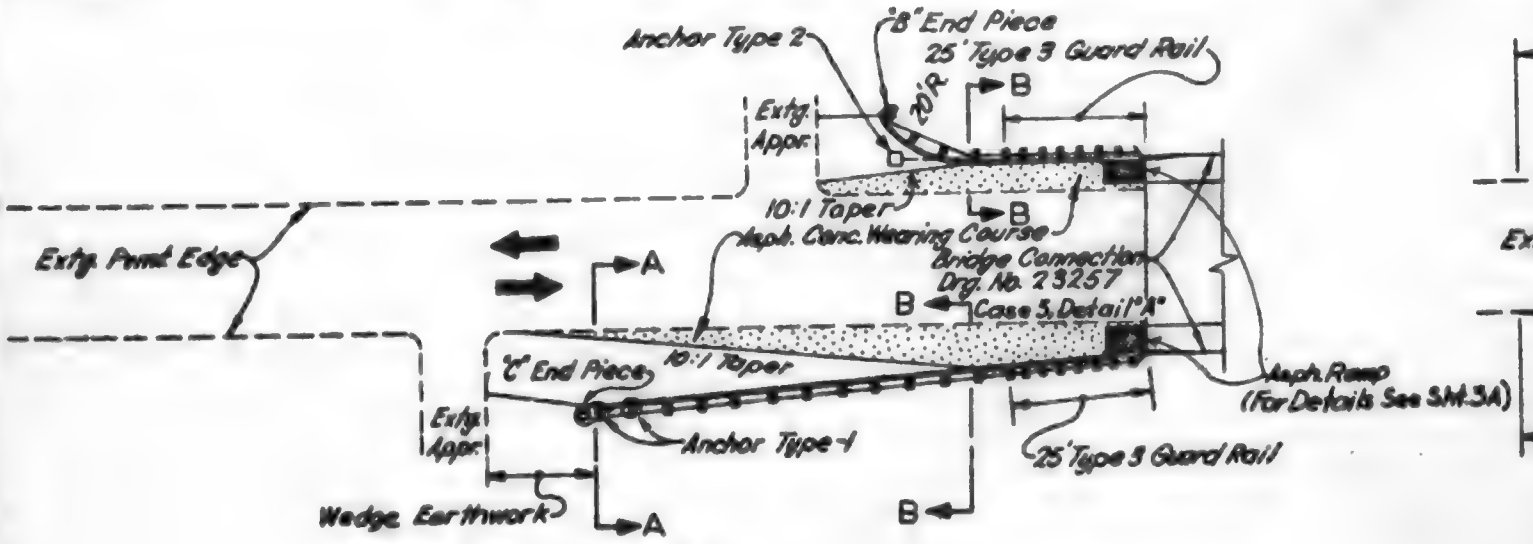
OREGON TRANSPORTATION COMMISSION

| | |
|---|---|
| Glenn L. Jackson | CHAIRMAN |
| Michael P. Hollern | VICE CHAIRMAN |
| Gordon Coleman | COMMISSIONER |
| Peter J. Brix | COMMISSIONER |
| Tom Walsh | COMMISSIONER |
| Fred B. Klaboe | DIRECTOR OF TRANSPORTATION |

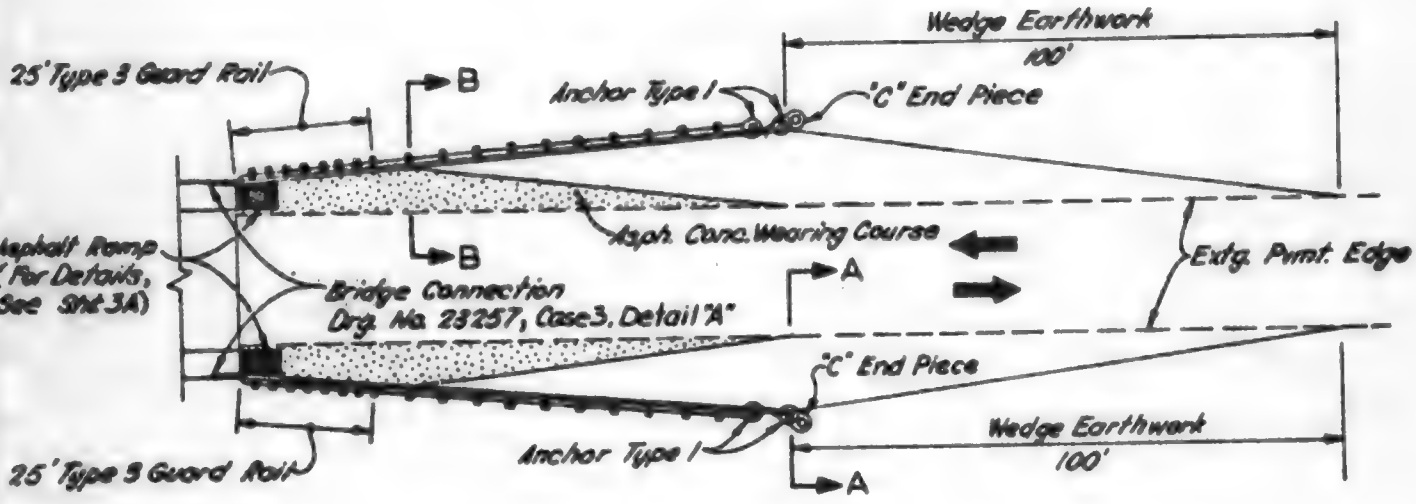
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

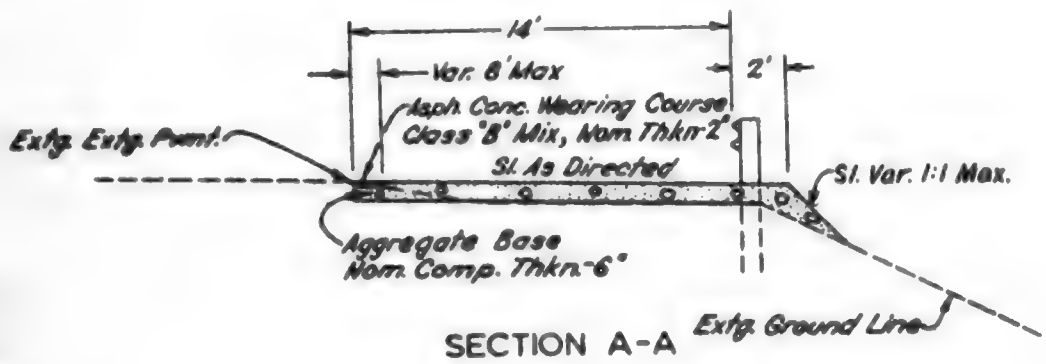
DISTRICT ENGINEER — DATE



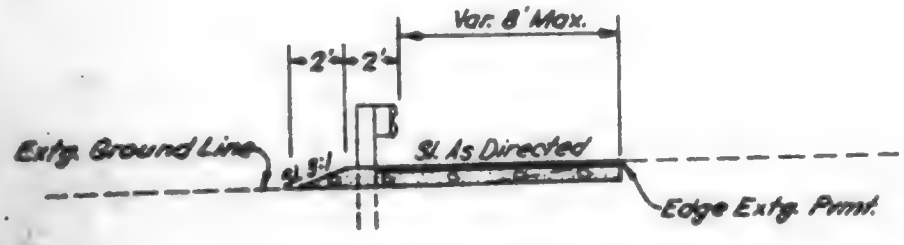

PLAN 1




PLAN 2




SECTION A-A

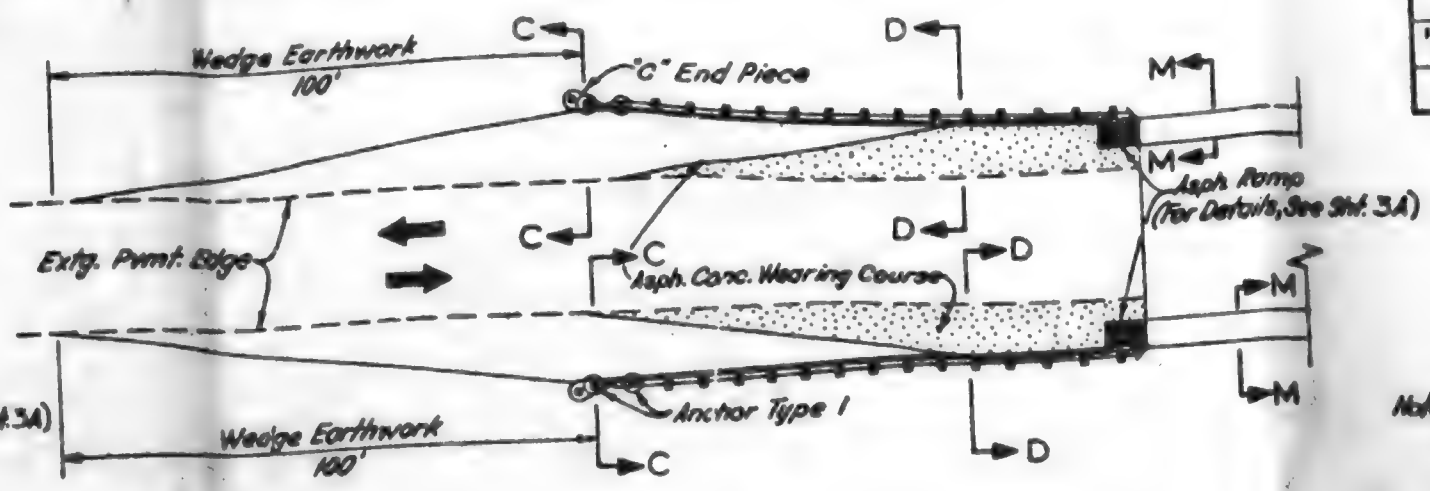



SECTION B-B
(For Surfacing Details Not Shown, See Section Above)

No R/W Map

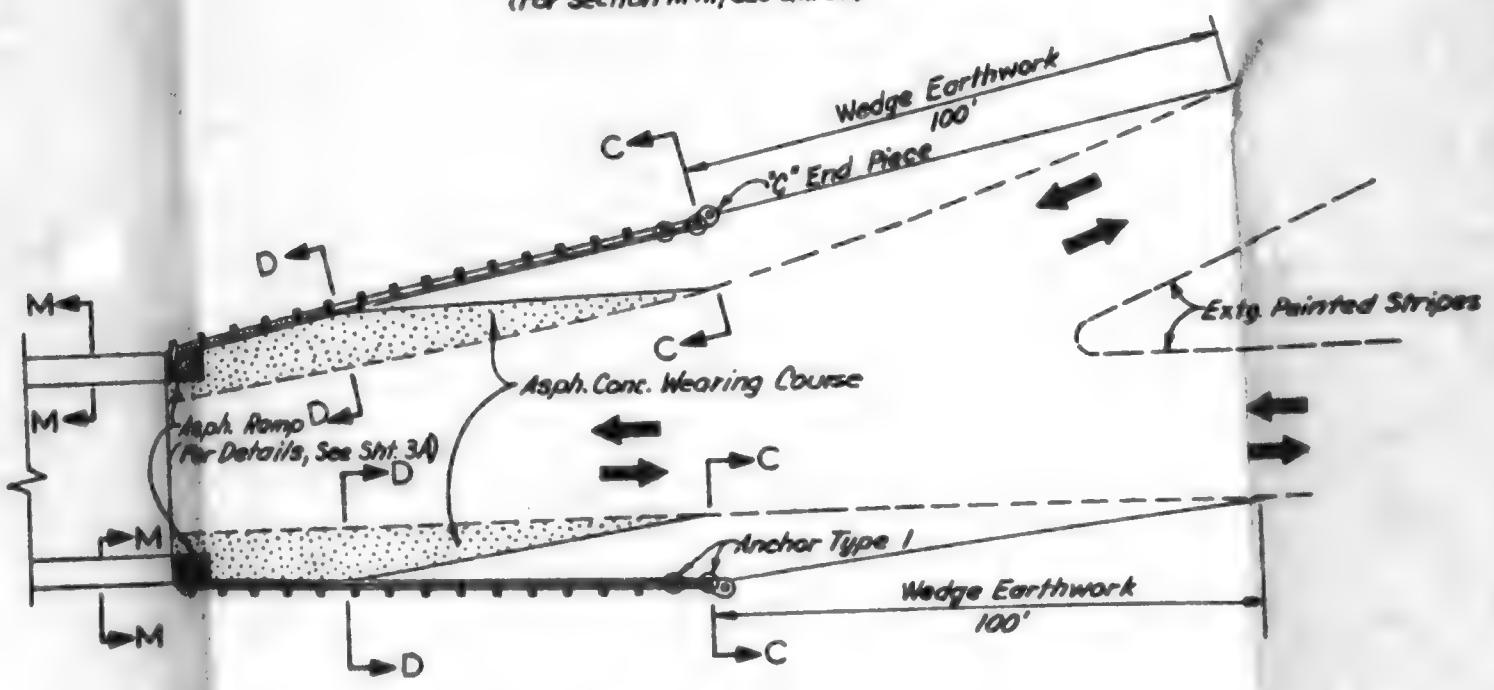
Cole, Sills, Hagen

| LINN COUNTY BRIDGE END GUARD RAIL PROJECT<br>FAS COUNTY ROADS<br>LINN COUNTY | | | |
|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | PROJ. YR. |
| 10 | OREGON | BRS-0009(17) | |

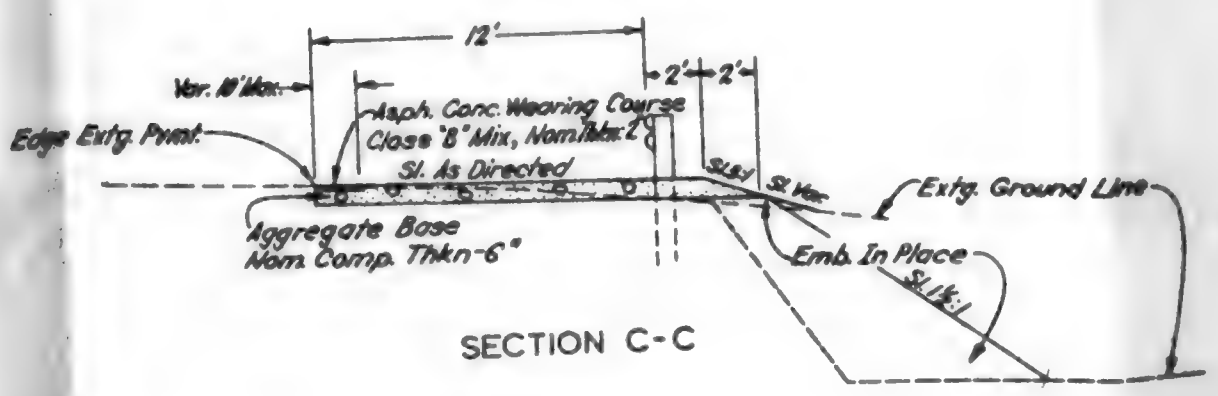



Note: For Guard Rail Details Not Sho
See Drg. No's 2126, 2126A & 2
(For Plan Location See Sheet

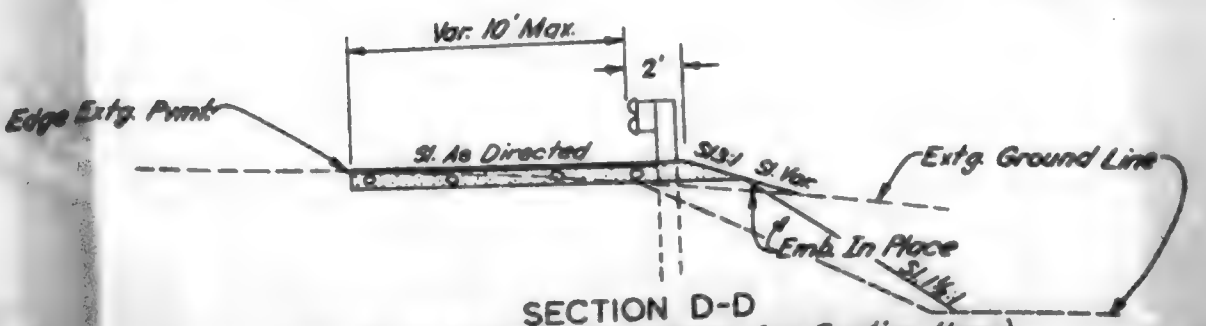
PLAN 3
(For Section M-M, See Sht. 2B)




PLAN 4
(For Section M-M, See Sht. 2B)




SECTION C-C




SECTION D-D
(For Surfacing Details Not Shown, See Section Above)

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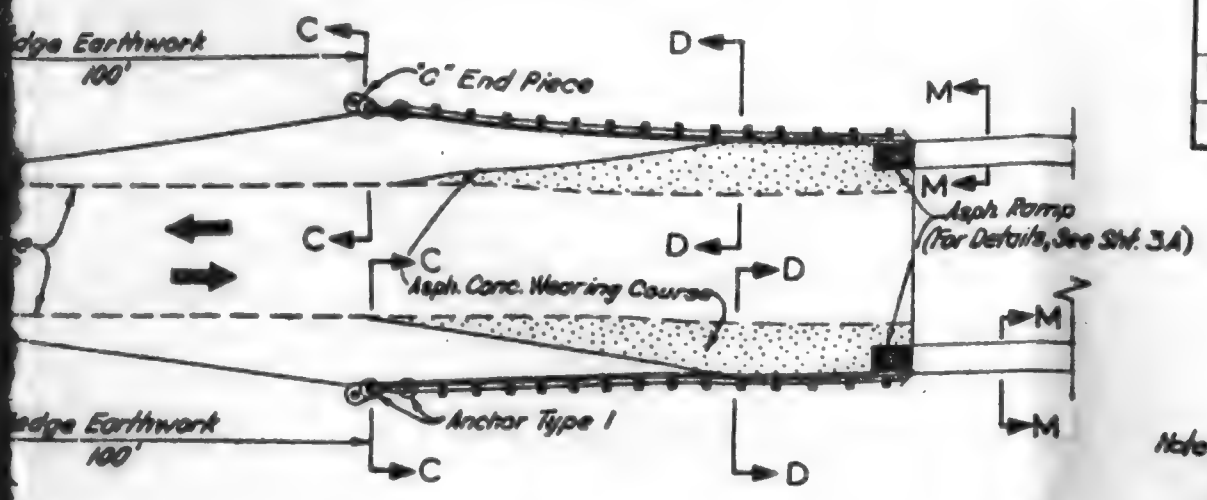
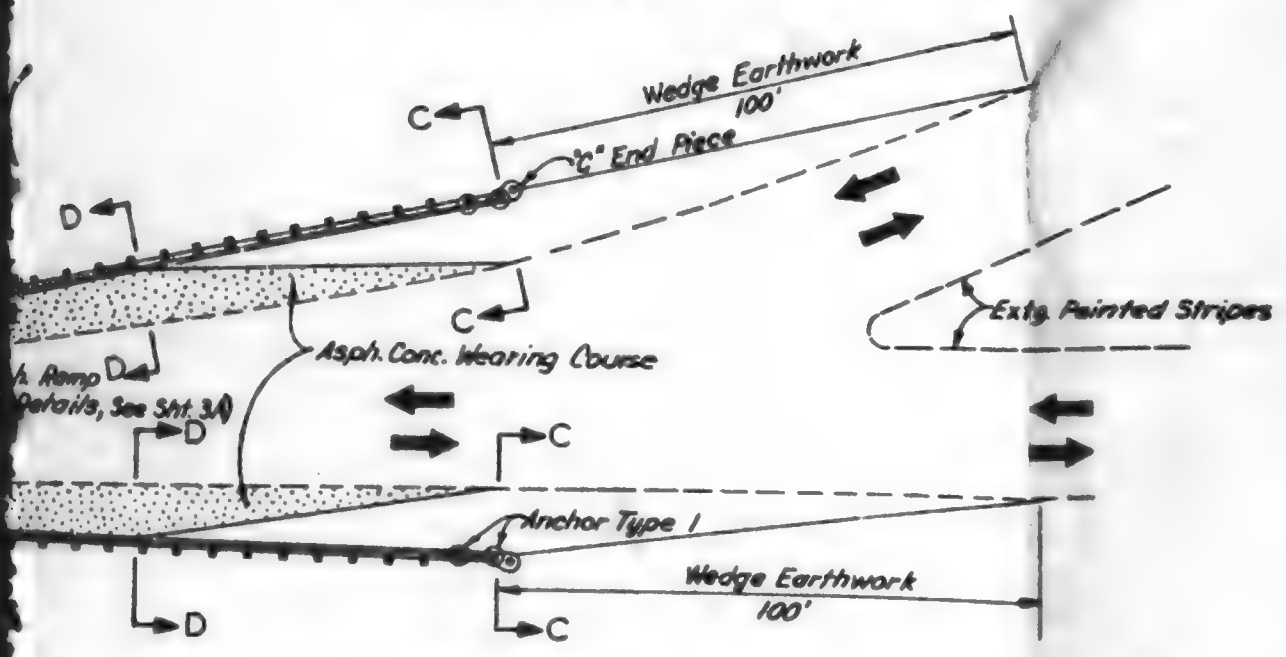
| LINN COUNTY BRIDGE END GUARD RAIL PROJECT FAS COUNTY ROADS LINN COUNTY | | | | SHEET No. 2 |
|---|---|---|---|---|
| FED ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | BRS-0009(17) | | See Index |

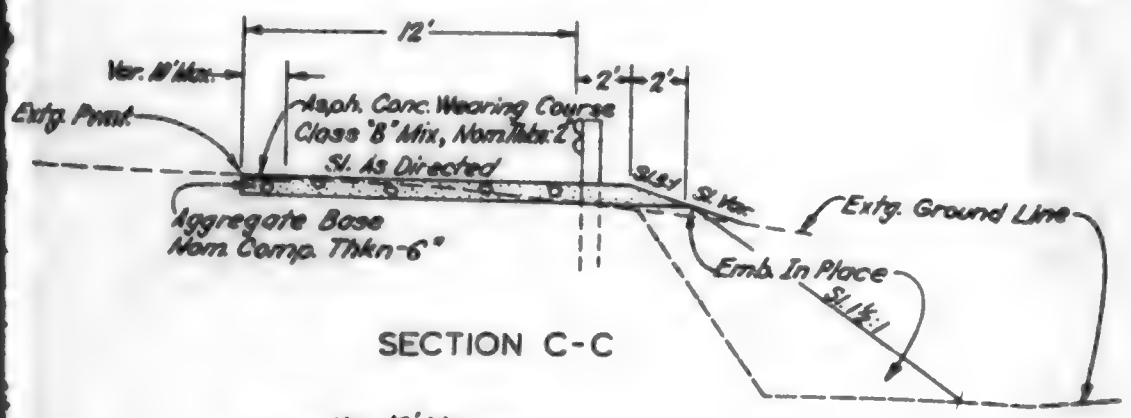



Note: For Guard Rail Details Not Shown
See Drg. No's 2126, 2126A & 2126B
(For Plan Location See Sheet 3A)

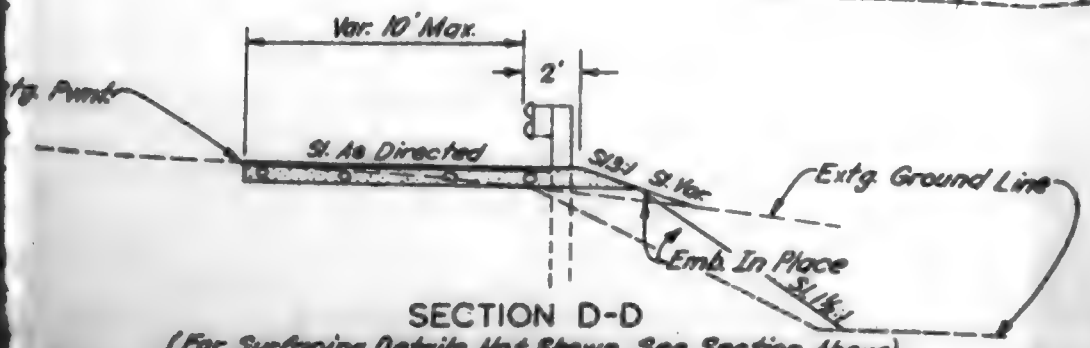
PLAN 3
(For Section M-M, See Sht. 2B)



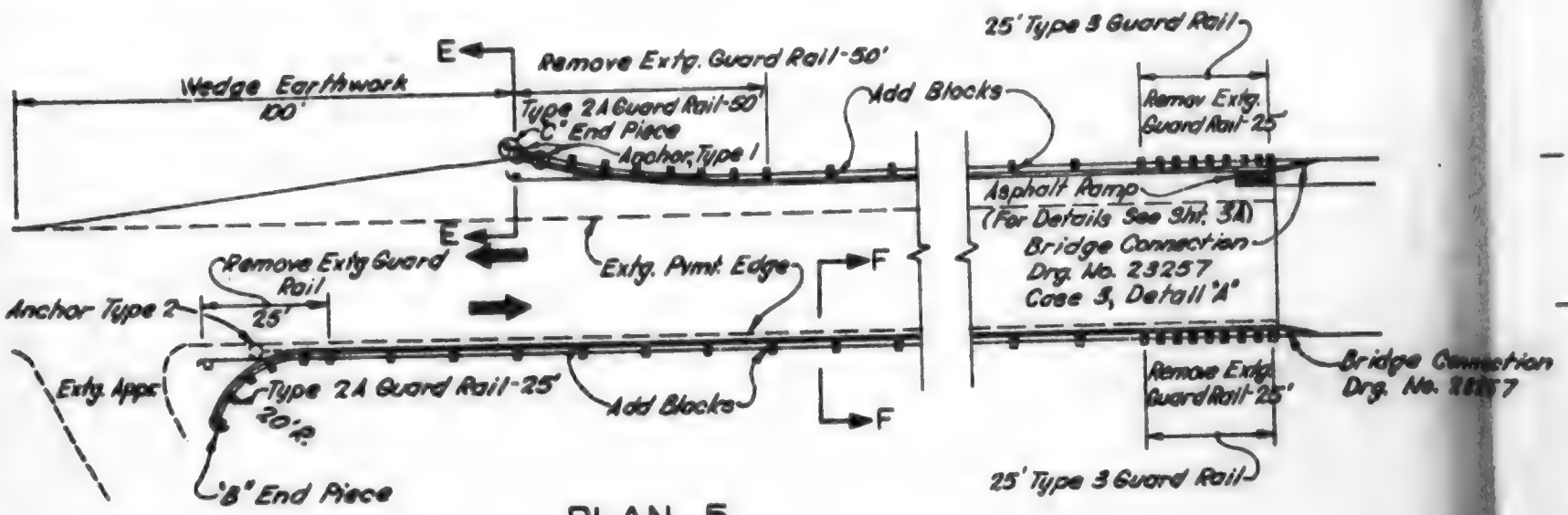

PLAN 4
(For Section M-M, See Sht. 2B)



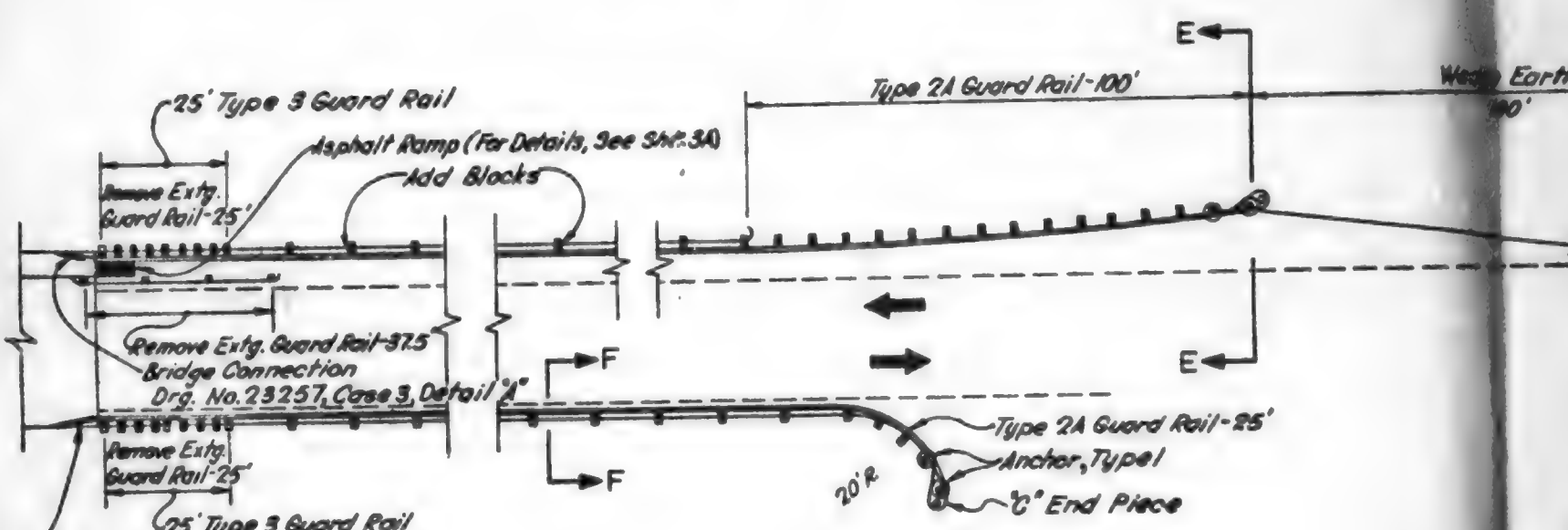

SECTION C-C



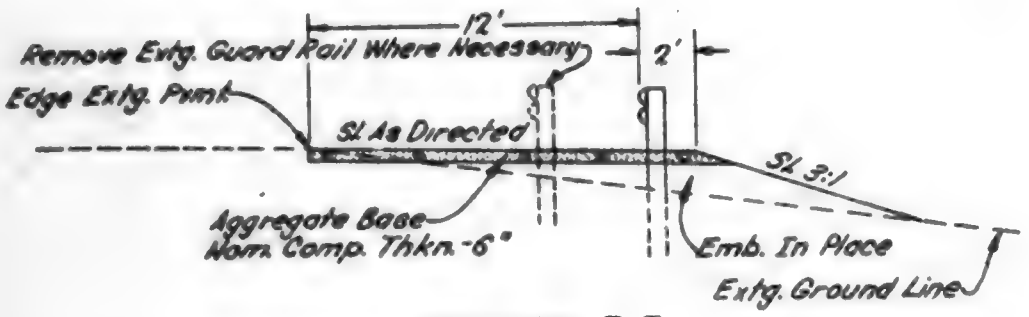

SECTION D-D
(For Surfacing Details Not Shown, See Section Above)



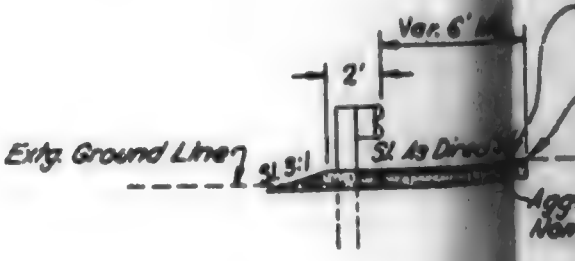

PLAN 5



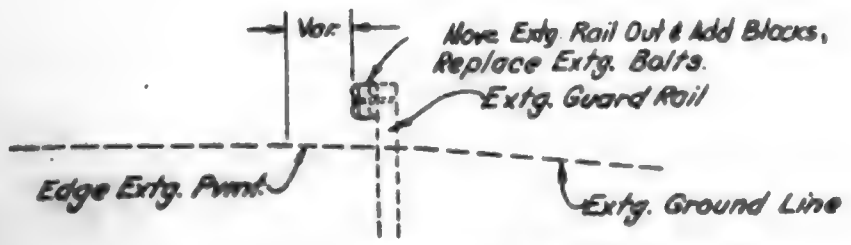

PLAN 6



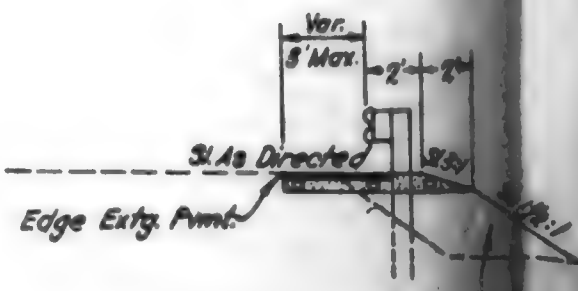

SECTION E-E




SECTION G-G

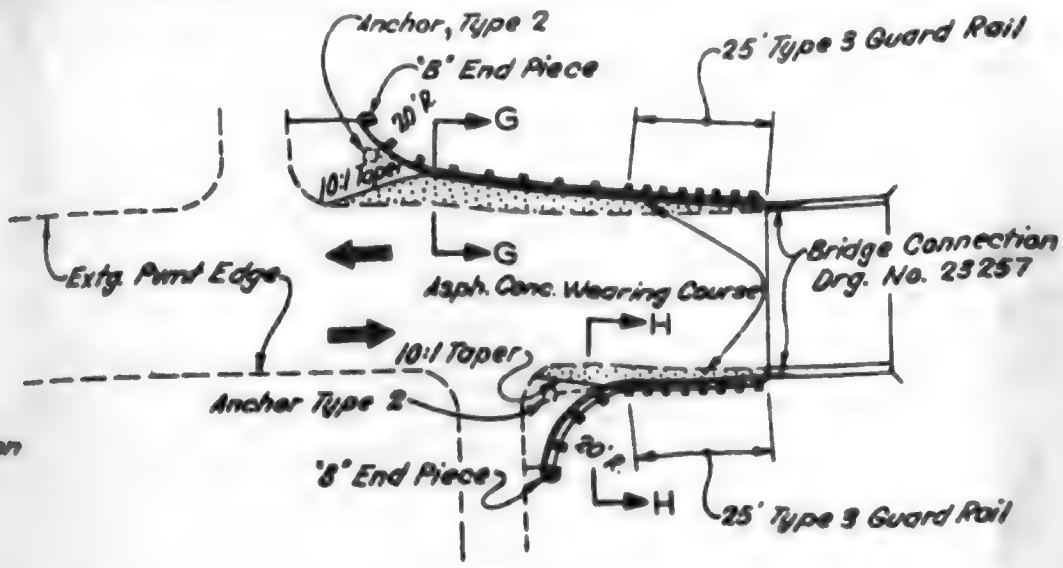



SECTION F-F



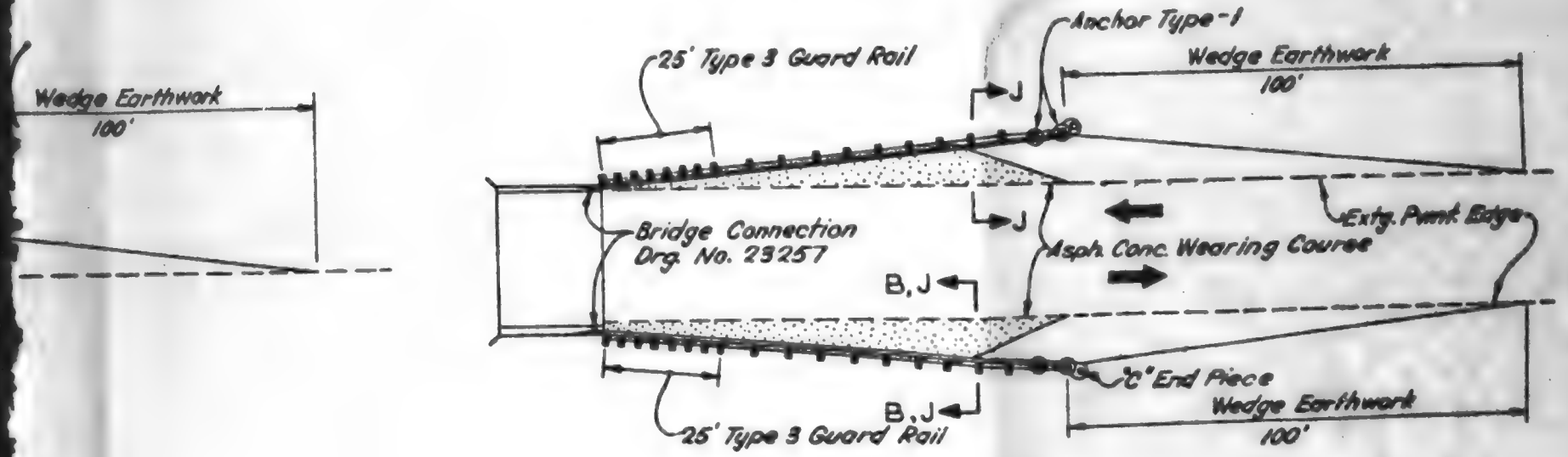

SECTION H-H
(For Surfacing Details Not Shown, See Sheet

| LINN COUNTY BRIDGE END GUARD RAIL PROJECT FAS COUNTY ROADS LINN COUNTY | | | | SHEET No. 2A |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | BRG-0009(17) | | SEE INDEX |

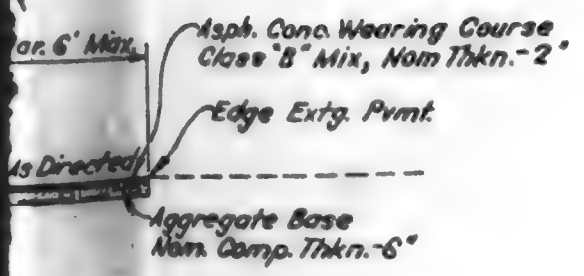



PLAN 7

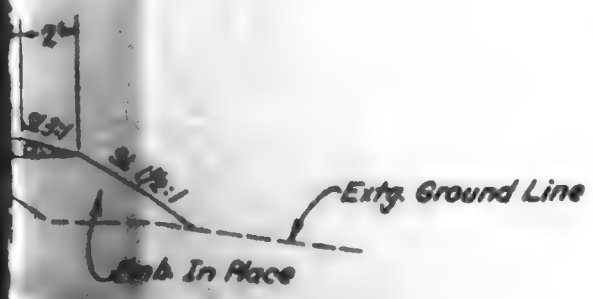
Note: For Guard Rail Details Not Shown, See Drg. Nos. 2126, 2126A & 2126B (For Plan Location, See Sheet 3A)



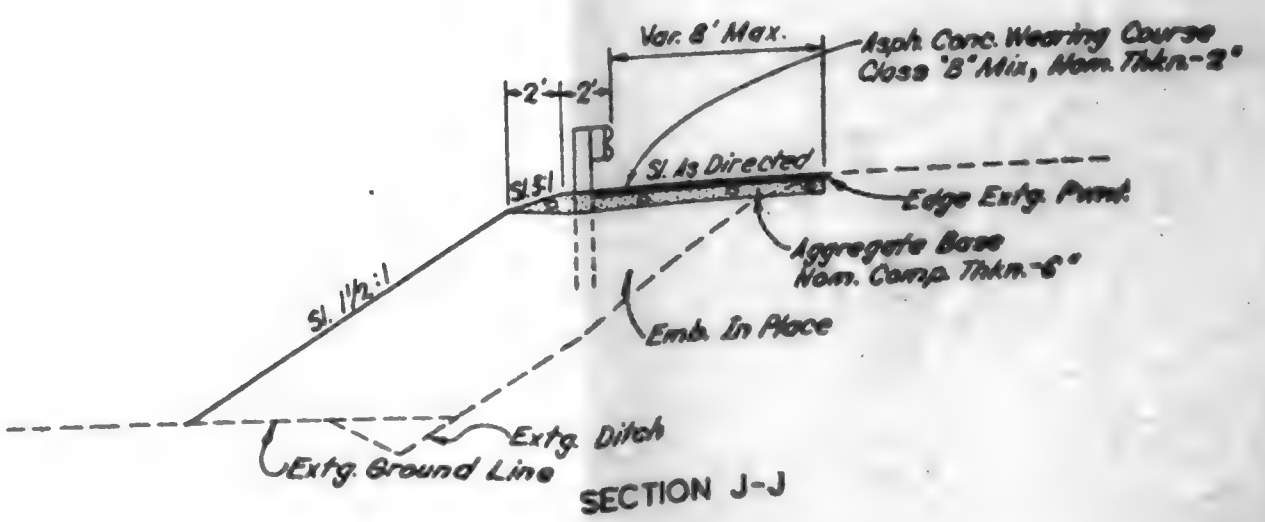

PLAN 8
(For Section B-B, See Sheet 2)



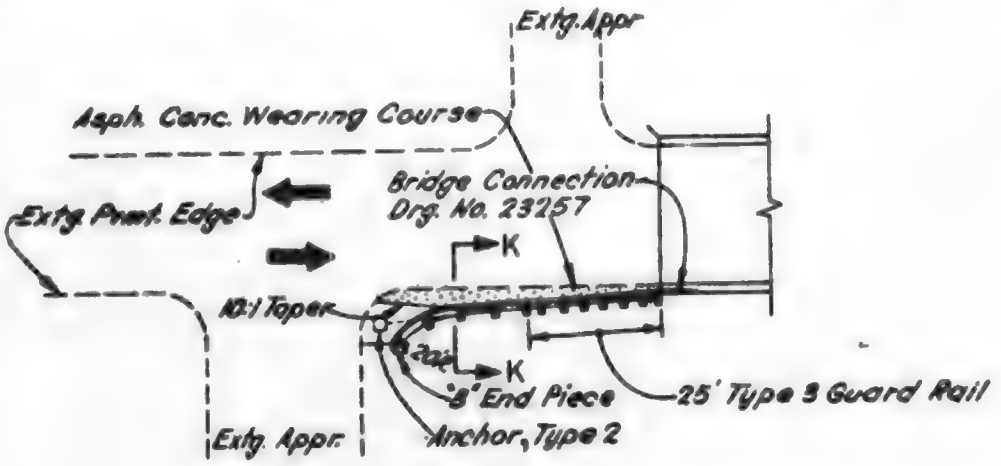

CTION G-G



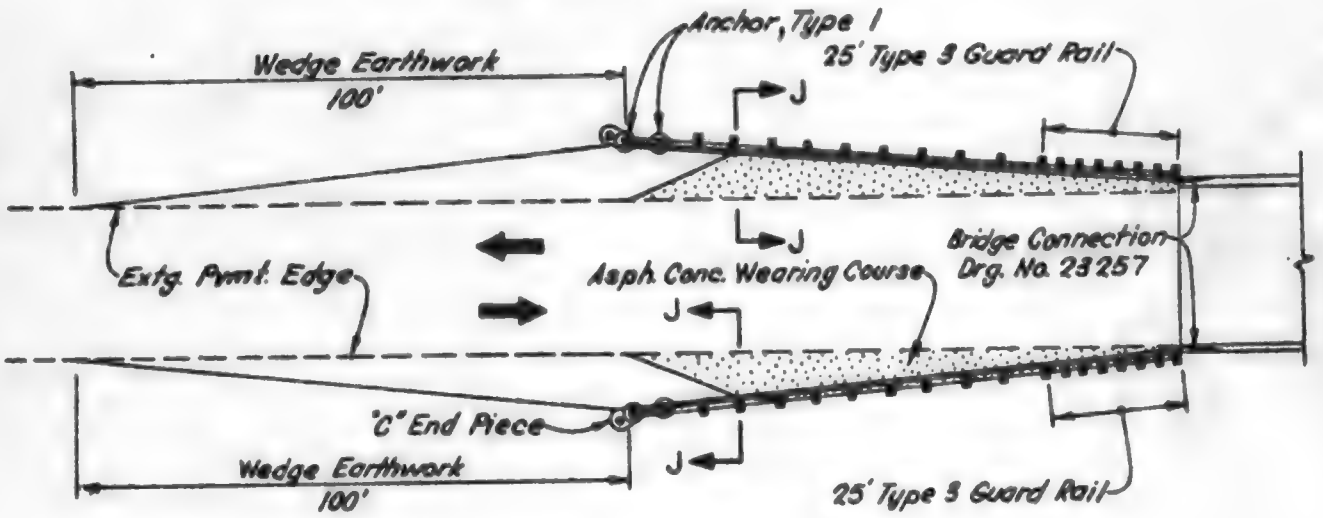

TION H-H
Shown, See Section Above)




SECTION J-J

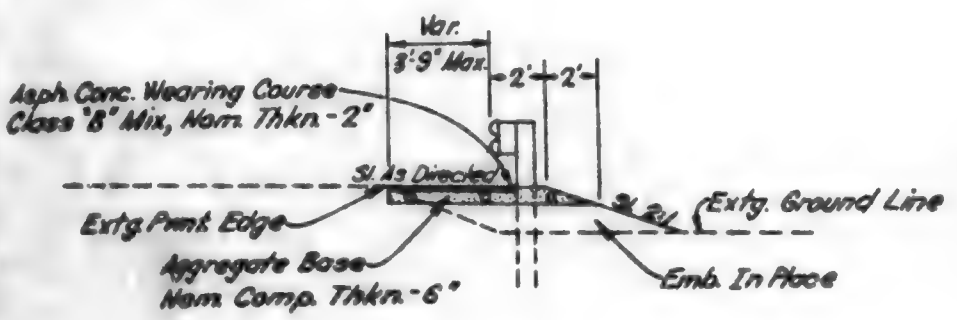



PLAN 9

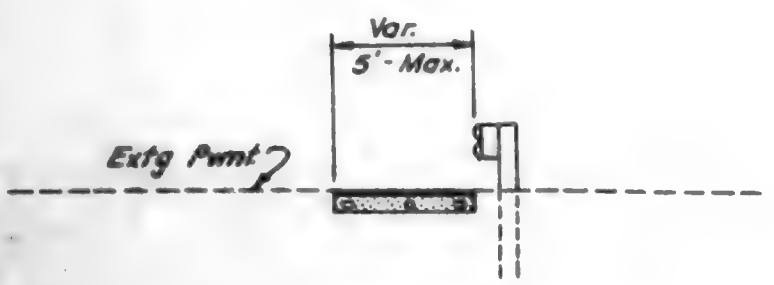



PLAN 10 [Future]

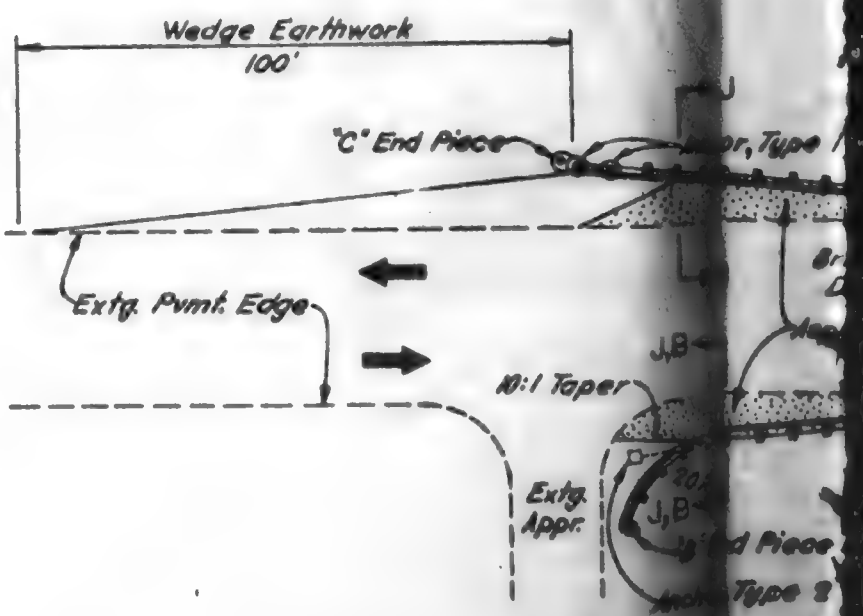
(For Section J-J See Sheet 2A)




SECTION K-K




SECTION L-L




PLAN 12

(For Section B-B & J-J, See Sheet 2 & 2A)

(For Surfacing Details Not Shown, See Section Above)

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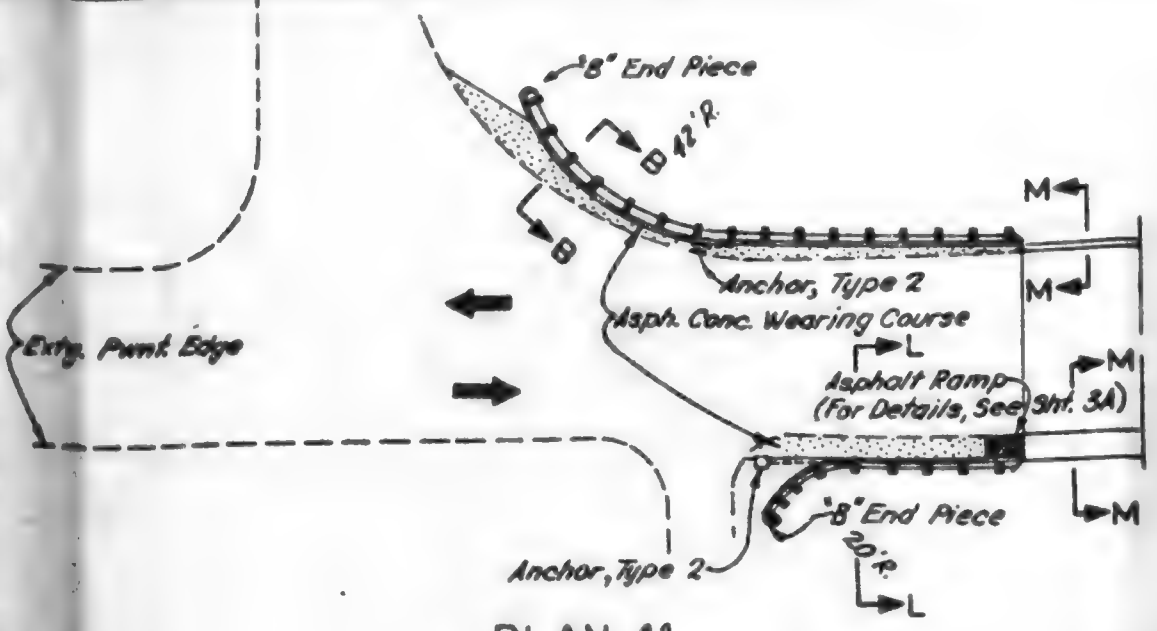
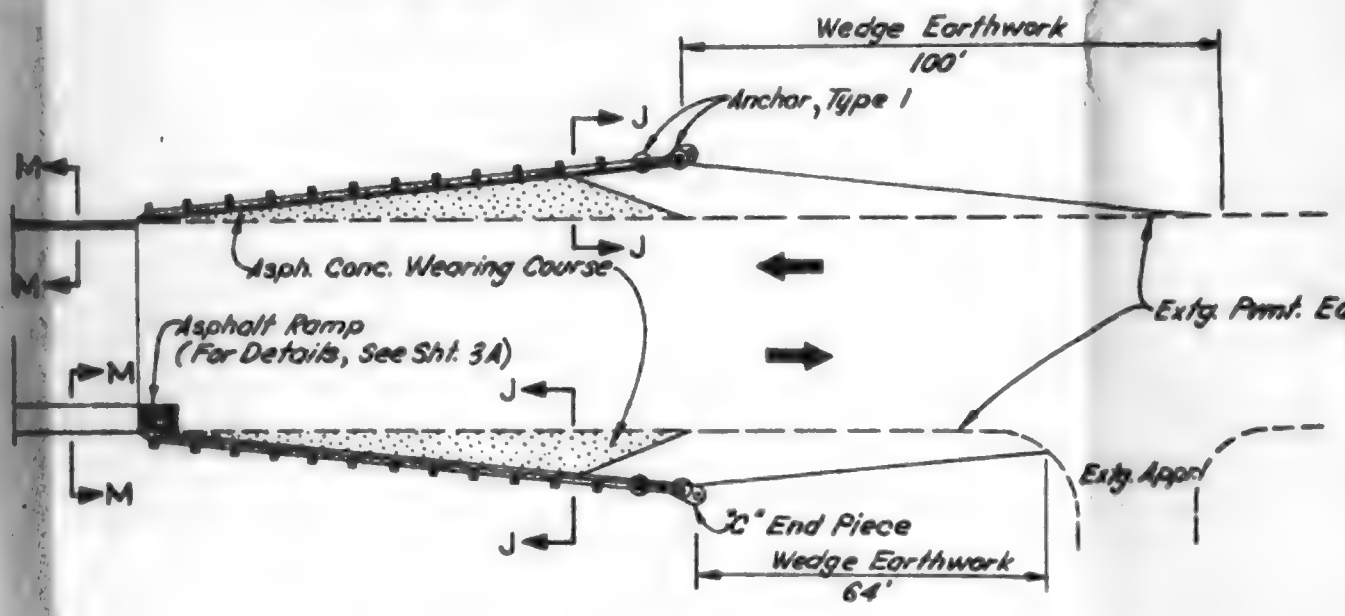
| LINN COUNTY BRIDGE END GUARD RAIL PROJECT<br>FAS COUNTY ROADS<br>LINN COUNTY | | | | SHEET No. 2B |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | BOS-0009(17) | | See Index |

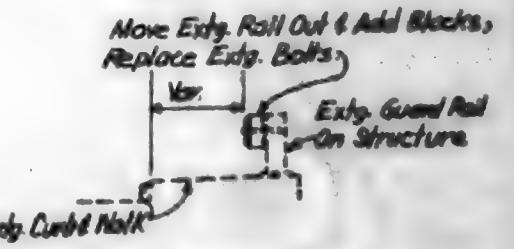



PLAN 11
(For Section B-B, See Sheet 2)

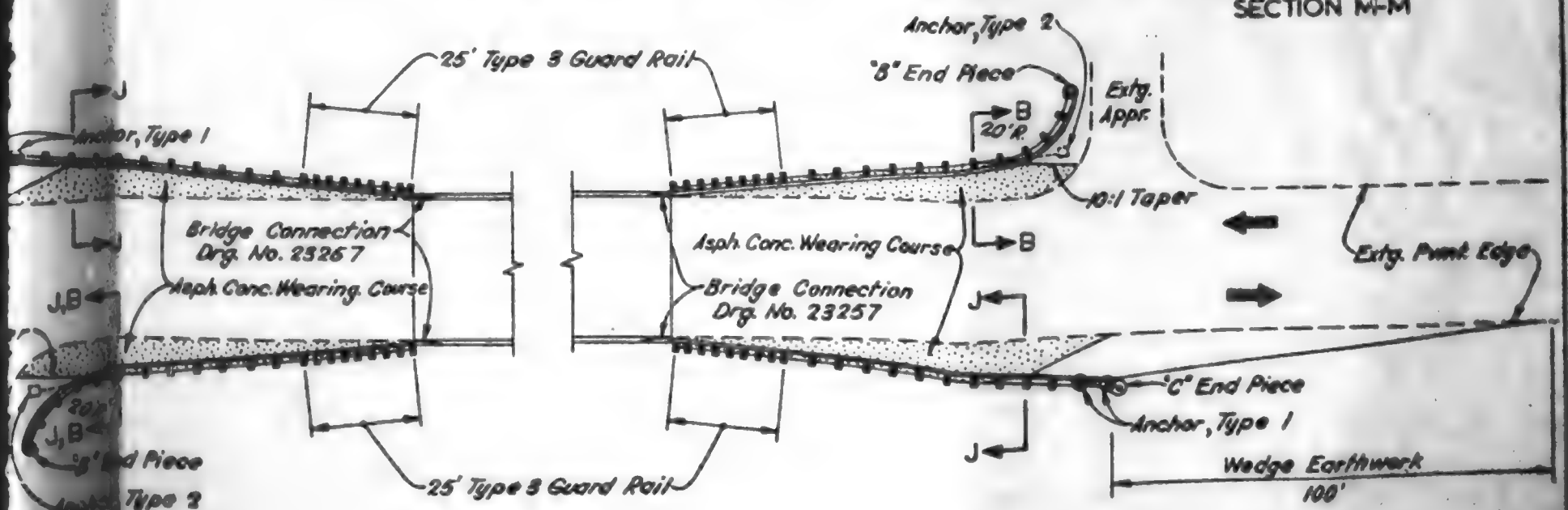
Note: For Guard Rail Details Not Shown, See Drg. Nos. 2126, 2126A & 2126B (For Plan Location, See Sheet 3A)




PLAN 12
(For Section J-J See Sheet 2A)

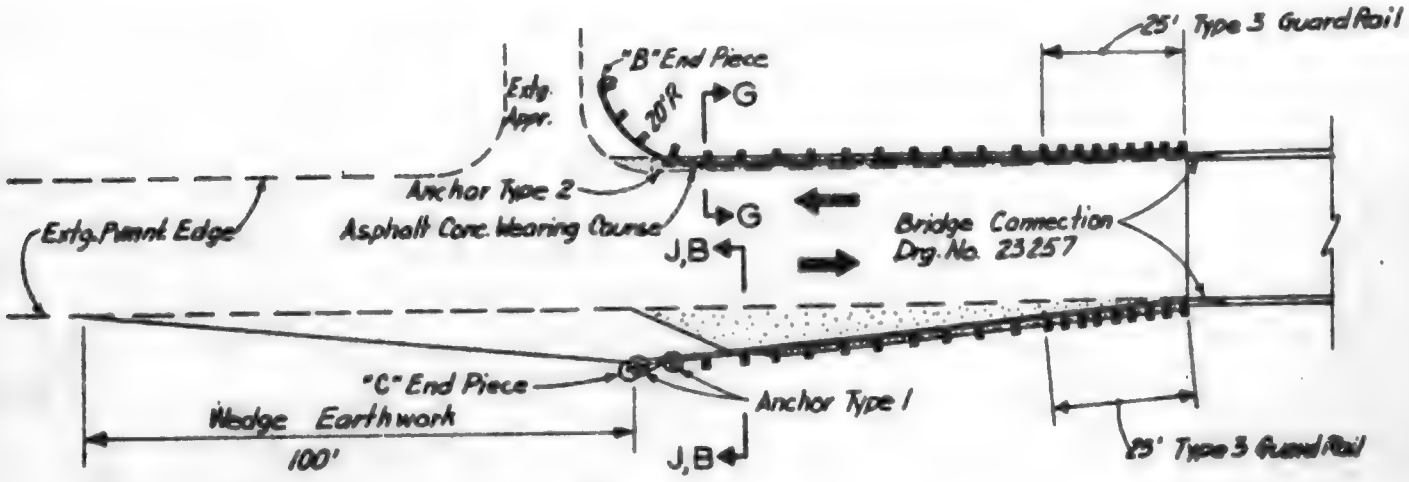



SECTION M-M

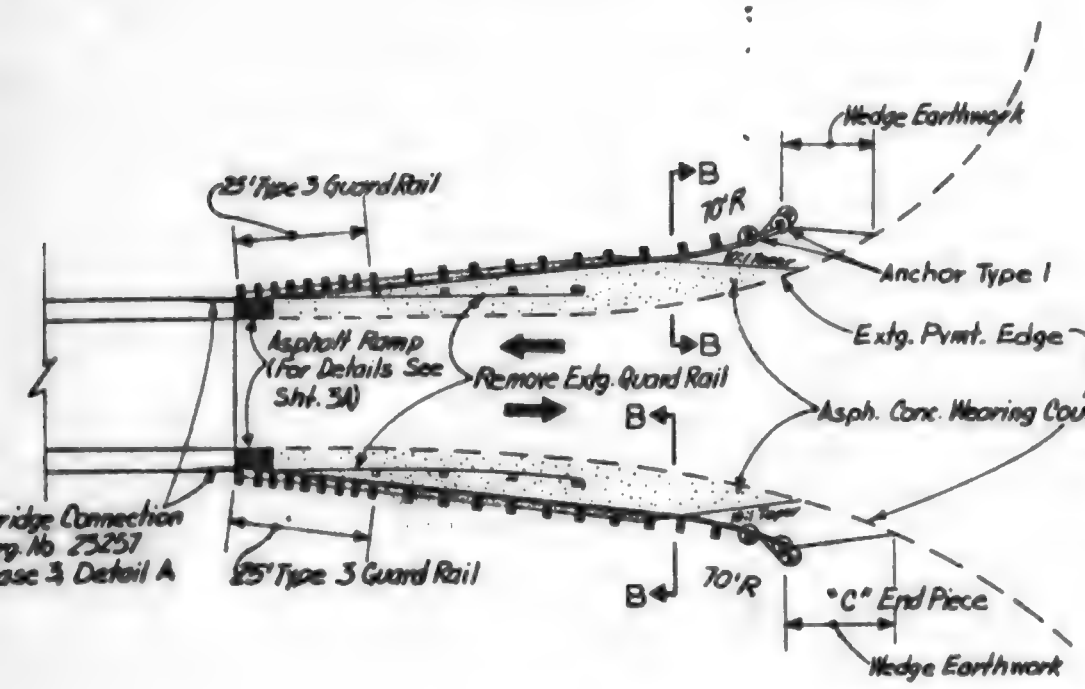



PLAN 13
(See Sheet 2 & 2A)

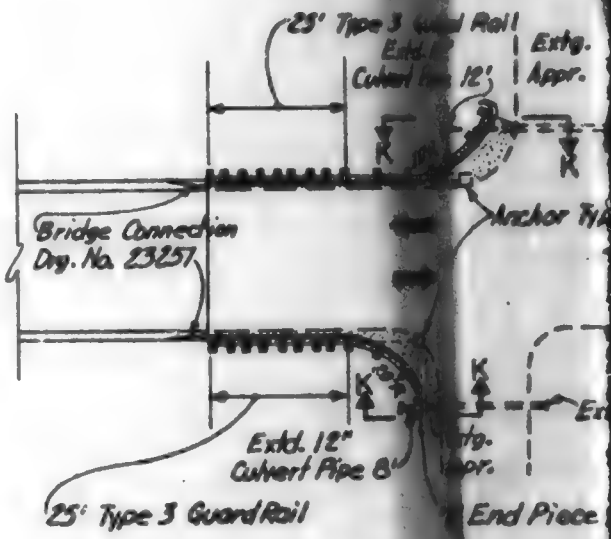
PLAN 14
(For Section B-B & J-J, See Sheets 2 & 2A)




PLAN 15
(For Section BB, GG, & JJ, See Sheets 2 & 2A)




PLAN 17
(For Section B-B, See Sheet 2)




PLAN [illegible] Future
(For Section KK, [illegible] Sheet 2B)

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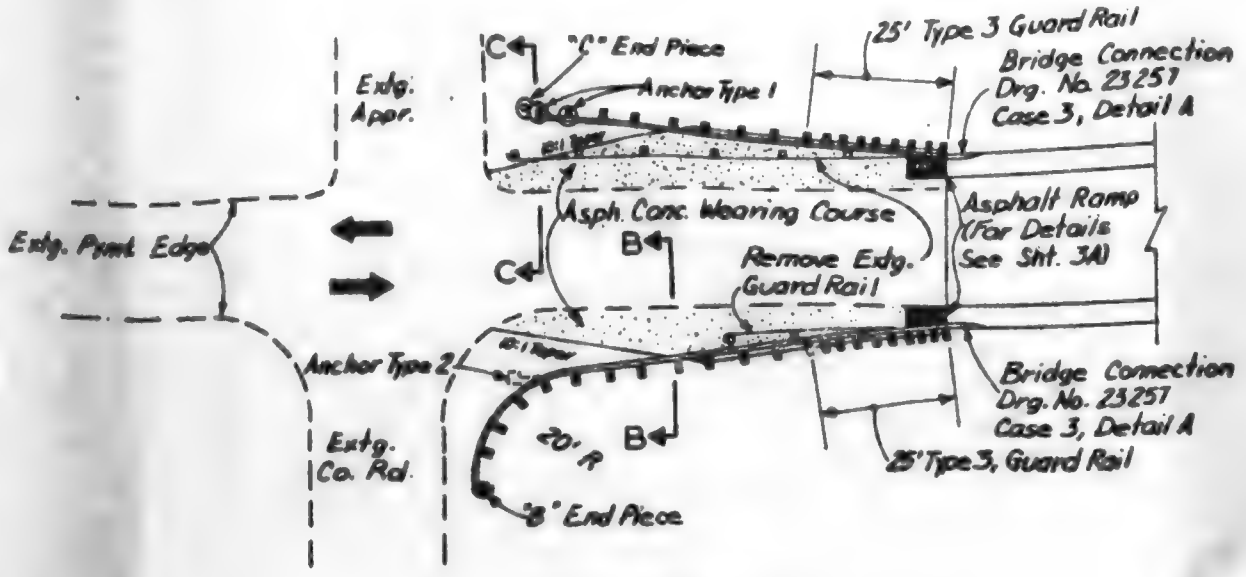
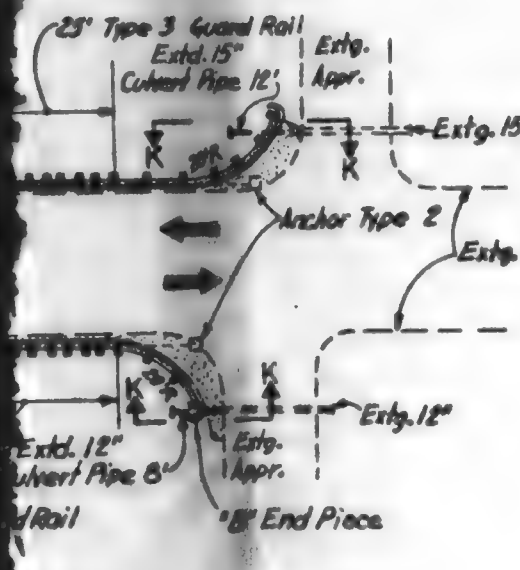
| LINN COUNTY BRIDGE END GUARD RAIL PROJECT FAS COUNTY ROADS LINN COUNTY | | | | SHT No. 2C |
|---|---|---|---|---|
| FED ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | BRS 0006(17) | | See Index |

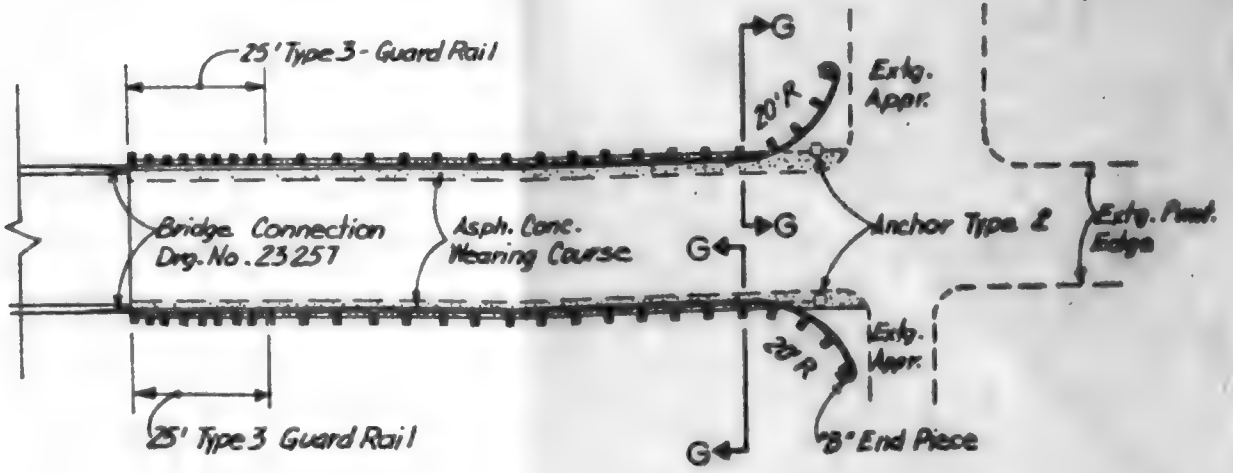



Note: For Guard Rail Details Not Shown See Drg. No.s 2126, 2126A & 2168 (For Plan Location, See Sheet 3A)

PLAN 16
(For Section BB & CC, See Sheet 2)




PLAN 18 [Future]
(For Section KK, See Sheet 2B)




PLAN 19 [Future]
(For Section GG, See Sheet 2A)

# S U M M A R Y

| ITEM | UNIT | QUANTITY | | |
|---|---|---|---|---|
| | | | | |
| Mobilization | All | All | | |
| Temporary Protection And Direction Of Traffic | All | All | | |
| Temporary Signs | Sq. Ft. | 474 | | |
| Temporary Barricades | Each | 8 | | |
| Flagmen | Hour | 320 | | |
| | | | | |
| | | | | |
| ROADWORK | | | | |
| | | | | |
| Clearing And Grubbing | All | All | | |
| Removal Of Structures And Obstructions | All | All | | |
| Embankment In Place | Cu. Yd. | 1,620 | | |
| 1"-0 Aggregate Base | Cu. Yd. | 560 | | |
| Class 'B' Asphalt Concrete | Ton | 420 | | |
| Guard Rail, Type 2A | Lin. Ft. | 2,850 | | |
| Guard Rail, Type 3 | Lin. Ft. | 775 | | |
| Guard Rail Anchors, Type 1 | Each | 30 | | |
| Guard Rail Anchors, Type 2 | Each | 10 | | |
| Extra For Guard Rail Bridge Connections | Each | 27 | | |
| Rail End Pieces, Type B | Each | 10 | | |
| Rail End Pieces, Type C | Each | 30 | | |
| Extra Guard Rail Blocks | Each | 155 | | |
| Extra For Asphalt Ramps | Each | 14 | | |
| Delineators | Each | 40 | | |

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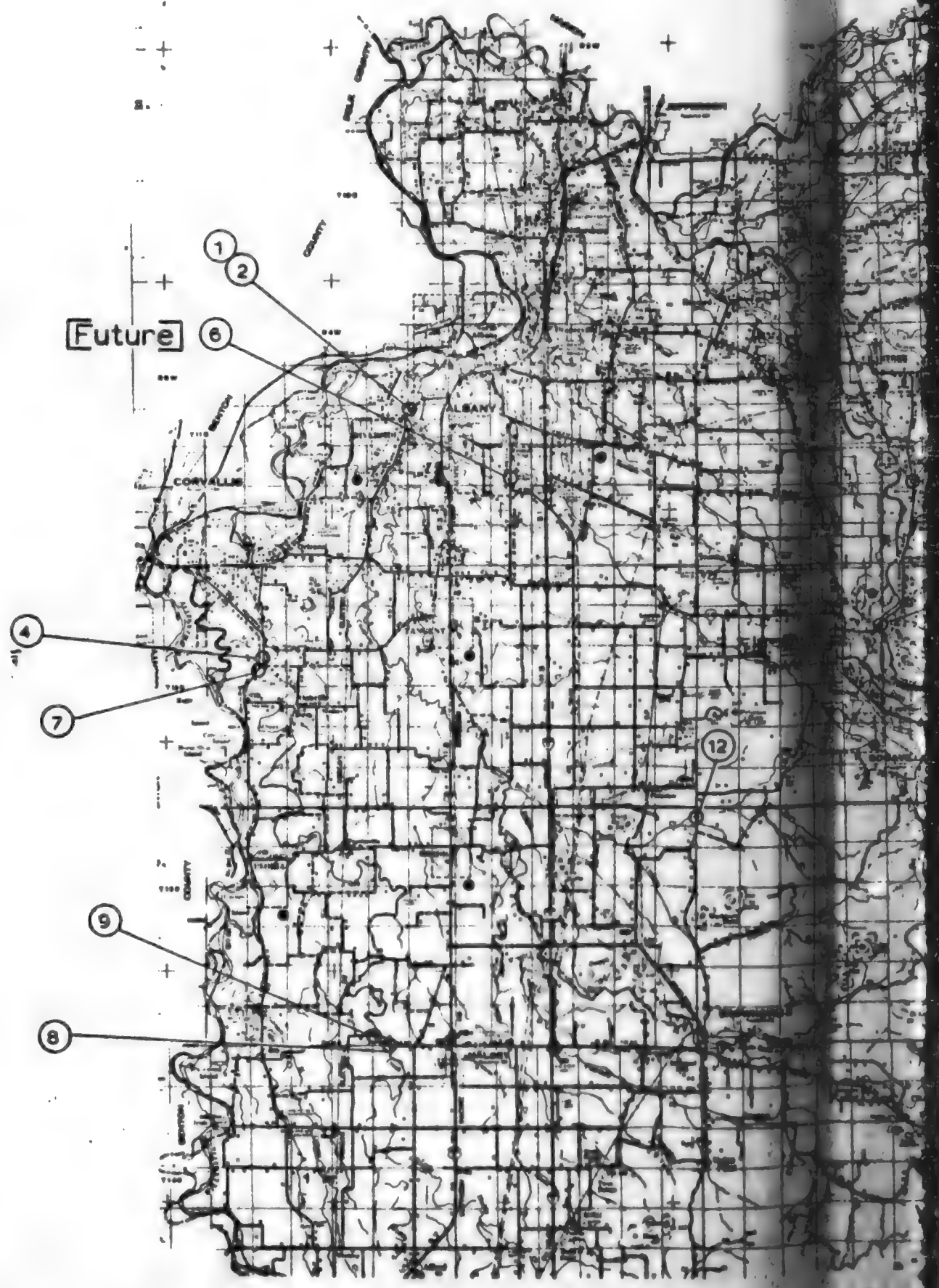
| LINN COUNTY BRIDGE END GUARD RAIL PROJECT<br>FAS COUNTY ROADS<br>LINN COUNTY | | | | SHEET No. 2D |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | BOS-000S(17) | | See Index |

WORK AREAS



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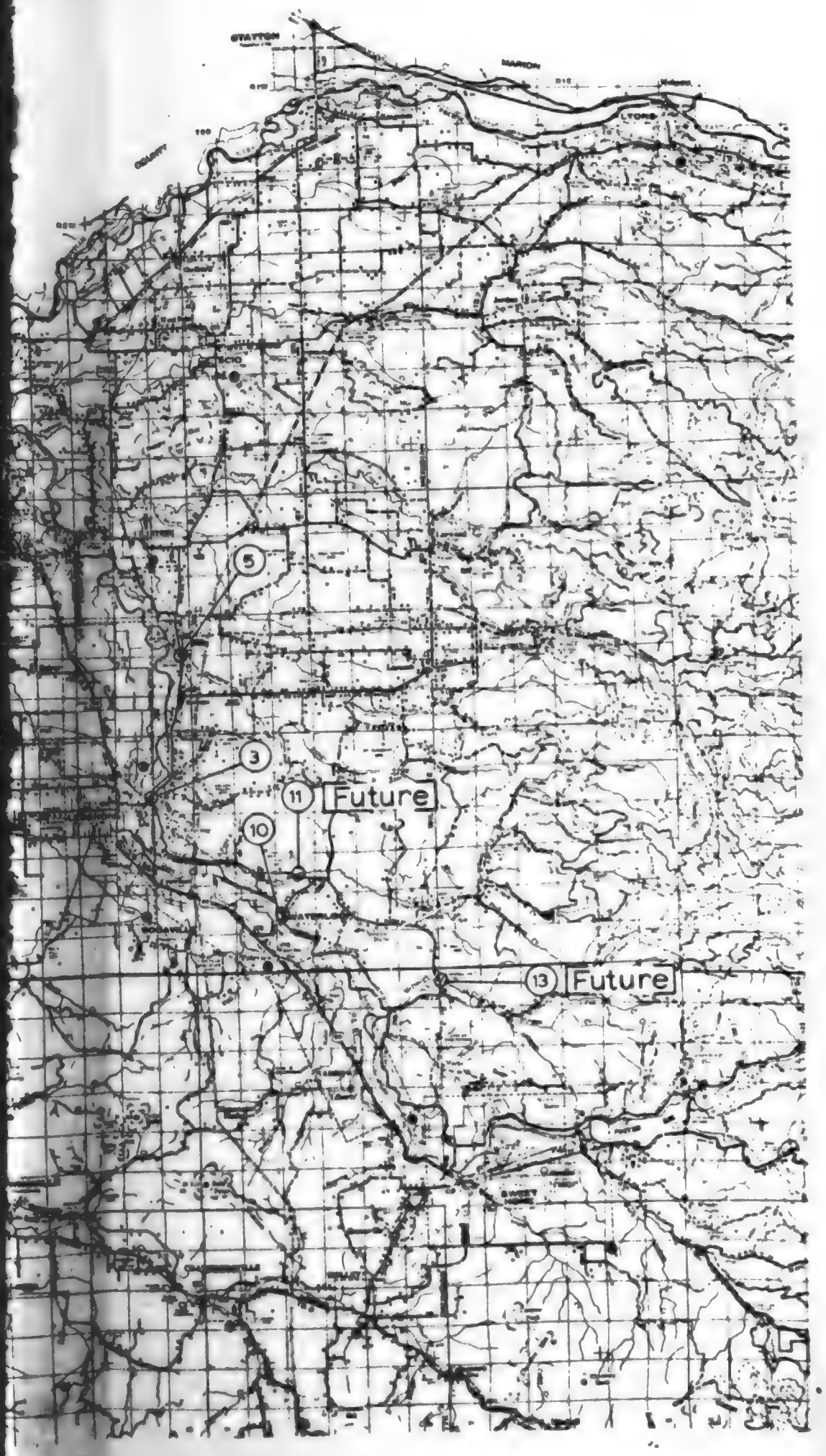
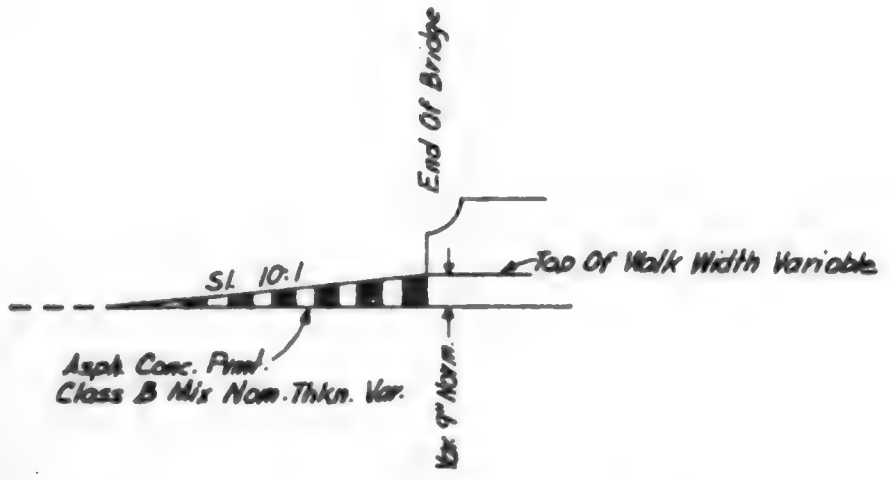
EAS

| LINN COUNTY BRIDGE END GUARD RAIL PROJECT<br>FAS COUNTY ROADS<br>LINN COUNTY | | | | SHEET NO. 3 |
|---|---|---|---|---|
| FED ROAD DIV. NO. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | BOS-0008(17) | | SEE INDEX |



| | | LOCATION (WORK AREA) | COUNTY ROAD NAME | COUNTY MILE POINT | COUNTY ROAD NUMBER | OSHD BRIDGE NUMBER | PLAN | LEFT | RIGHT | SECTION | REMOVE GUARD RAIL Lin. Feet | GUARD RAIL TYPE 1 Lin. Feet | GUARD RAIL TYPE 2A Lin. Feet | END PIECE TYPE 3 Lin. Feet | END PIECE TYPE "B" | ANCHOR TYPE "B" | ANCHOR TYPE "C" | GUARD RAIL TYPE 2 | GUARD RAIL BLOCKS | DE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (1) | RIVERSIDE DRIVE | 1.01 | 1 | 22003 | 1&2 | ✓ | ✓ | A-A B-B | | 250 | 100 | 1 | 3 | 3 | 1 | | 4 | 4 | |
| | (2) | RIVERSIDE DRIVE | 5.94 | 1 | 22002 | 3&4 | ✓ | ✓ | C-C D-D M-M | | 475 | | | 4 | 4 | | | | 4 | |
| | (3) | BREWSTER ROAD | 0.93 | 24 | 9088 | 5&6 | ✓ | ✓ | E-E F-F | 175 | 200 | 100 | 1 | 3 | 3 | 1 | III | 4 | 4 | |
| | (4) | PEORIA ROAD | 3.06 | 2 | 12260 | 7&8 | ✓ | ✓ | G-G H-H J-J | | 225 | 100 | 2 | 2 | 2 | 2 | | | 4 | |
| | (5) | BREWSTER ROAD | 4.98 | 24 | 12738 | 8&9 | ✓ | ✓ | J-J K-K | | 175 | 75 | 1 | 2 | 2 | 1 | | 3 | 3 | |
| ☆ | (6) | ALBANY BROWNSVILLE | 13.46 | 11 | 12405 | 8&10 | ✓ | ✓ | J-J B-B | | 300 | 100 | | 4 | 4 | | | 4 | 4 | |
| | (7) | PEORIA ROAD | 18.27 | 2 | 12261 | 11&12 | ✓ | ✓ | B-B, J-J L-L, M-M | | 350 | | 2 | 2 | 2 | 2 | 42 | | 4 | |
| | (8) | TULSA ROAD | 3.49 | 3 | 12310 | 13&14 | ✓ | ✓ | B-B J-J | | 262½ | 100 | 2 | 2 | 2 | 2 | | 4 | 4 | |
| | (9) | TULSA ROAD | 5.25 | 3 | 12312 | 8&15 | ✓ | ✓ | B-B J-J | | 300 | 100 | 1 | 3 | 3 | 1 | | 4 | 4 | |
| | (10) | WATERLOO ROAD | 1.29 | 721 | 2287A | 16&17 | ✓ | ✓ | B-B C-C | 237.5 | 275 | 100 | 1 | 3 | 3 | 1 | | 4 | 4 | |
| ☆ | (11) | BERLIN ROAD | 4.91 | 208 | 11964A | 10&18 | ✓ | ✓ | J-J K-K | | 212½ | 100 | 2 | 2 | 2 | 2 | | 4 | 4 | |
| | (12) | PLAINVIEW ROAD | 9.22 | 412 | 12634A | 8&13 | ✓ | ✓ | J-J J-J | | 300 | 100 | 1 | 3 | 3 | 1 | | 4 | 4 | |
| ☆ | (13) | RED HILL ROAD | 10.07 | 728 | 11955A | 5&19 | ✓ | ✓ | J-J | | 425 | 100 | 3 | 1 | 1 | 3 | | 4 | 4 | |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |

☆ Future




ASPHALT RAMP DETAIL

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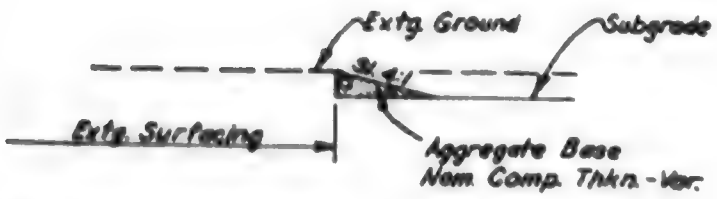
3A

| LINN COUNTY BRIDGE END GUARD RAIL PROJECT FAS COUNTY ROADS LINN COUNTY | | | | SHEET No. 3A |
|---|---|---|---|---|
| FED ROAD Div No | STATE | PROJECT NUMBER | FISCAL YEAR | SHEETS CONTAINING THIS PART |
| 10 | OREGON | BRS-8006(17) | | 3 |

| GUARD RAIL TYPE 2 | GUARD RAIL BRIDGE CONN. | DELINEATORS | 12" CULVERT PIPE Lin. Feet | 15" CULVERT PIPE Lin. Feet | EMBANKMENT IN PLACE CU. YD. | EXCAVATION CU. YD. | AGGREGATE BASE MATL. CU. YD. | ASPHALT CONC. CL. "B" TON | ASPHALT IN MIX TON | EXTRA FOR ASPHALT RAMP EACH | WATERING M-GAL. | TRENCH EX. CU. YD. | CONSTRUCT DITCH | EXC. CU. YD. | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4 | 4 | | | 45 | 36 | 42 | 54 | 4 | 4 | 1.05 | | | | | |
| | 4 | | | 286 | 17 | 152 | 79 | 5 | 4 | 3.80 | | | | | Connect Guard Rail To Extg. Bridge Rail |
| 4 | 4 | | | | 29 | 17 | 60 | 4 | 2 | 0.43 | | | | | |
| | 4 | | | 286 | 11 | 58 | 28 | 2 | | 0.73 | | | | | |
| 3 | 3 | | | 55 | 14 | 31 | 16 | 1 | | 0.78 | | | | | |
| 4 | 4 | | | 207 | 46 | 111 | 60 | 4 | | 2.78 | | | | | |
| | 4 | | | 367 | | 32 | 37 | 2 | | 0.80 | | | | | Connect Guard Rail To Extg. Bridge Rail |
| 4 | 4 | | | 20 | 33 | 62 | 17 | 1 | | 1.55 | | | | | |
| 4 | 4 | | | 101 | 12 | 45 | 15 | 1 | | 1.13 | | | | | |
| 4 | 4 | | | 14 | | 31 | 26 | 2 | 4 | 0.78 | | | | | |
| 4 | 4 | 8 | 12 | 233 | 13 | 33 | 17 | 1 | | 0.83 | 2 | | | | Extend Extg. Conc. Pipe |
| 4 | 4 | | | 259 | | 34 | 37 | 2 | | 0.85 | | ✓ | 47 | | |
| 4 | 4 | | | 201 | 26 | 65 | 24 | 2 | | 1.63 | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |




ABRUPT PAVEMENT EDGE DETAIL

*(Locate Adjacent To Traffic, See Specifications)*

8899

1422

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

1-10-79

RIGHT OF WAY SECTION
RECEIVED
JAN 15 1979
RE | ARE | ARA | FS | CA | RS

Attention: Right-of-Way Section

Subject: Federal Aid Project No. ROS-000S(17)
Project Name Linn Co. Bridge End Guardrail Project

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property has been or will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Albany, Oregon, this 10th day of Jan, 1979

County of Linn

Mary Keenan
County Judge/Chairman

Vernon Schenck
Commissioner

Joel D. Hedrick
Commissioner

cc DE Swan
CT Keasey
R. Trigstad
sent 1-18-79

Certified By:

J. W. Dunton
Regional Right-of-Way Supervisor
Date 1/12/79

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8C91

1-9-79

Section Linn County Bridge End Guard Rail Project Programming Estimate $ _____

Highway FAS County Roads Project Length —

County Linn Completion Time 125 calendar day

Kind of Work Guard Rail Project Aug 31, 1979

Prefix 522-1963 FA Project No. FROS-0005(17)

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | | $ 163,004 - |
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Building Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | 100 - | |
| State Furnished _____ | | |
| Install Water Meter | | |
| Furnish Water | | $ 2600 - |
| Laboratory Fees | | |
| On the Job Trainees | | |
| State Responsibility for Damages | 2000 - | |
| Signal Controller Testing | | |
| Bikeway Signs | | |
| Furnish Mail Box Posts | | |
| Adjust Utilities _____ | | |
| _____ | | |
| _____ | | |
| _____ | | |
| Misc. Permit Fees _____ | | |
| Roadside Seeding & Mulching | 500 - | |
| | | $ 165,604 - |
| Contingencies (4-1/2%) | | 7,452 18 |
| Engineering ( 9 %) | | 14,904 36 |
| Credit for _____ | SUBTOTAL | $ |
| Estimated Net Authorization, Construction | | $ 187,960 54 |

APPROVED

_____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION (No. 27)

~~SUMMARY—BID SCHEDULE~~—COST ESTIMATE

Sheet 1 of 1

Date 1-9-79

Section Linn County Bridge End Guard Rail Project

County Linn

Kind Of Work Guard Rail Installation Length — Name Galloway

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| 1 | Mobilization (8%) | | Lump Sum | All | | 12,100 |
| 2 | Temporary Protection And Direction Of Traffic | | Lump Sum | All | | 6,000 |
| 3 | Temporary Signs | | Sq. Ft. | 474 | 6.00 | 2,844 |
| 4 | Temporary Barricades | | Each | 8 | 125.00 | 1,000 |
| 5 | Flagmen | | Hour | 320 | 19.00 | 6,080 |
| | ROAD WORK | | | | | |
| 6 | Clearing And Grubbing | | Lump Sum | All | | 1500.00 |
| 7 | Removal Of Structures And Obstructions | | Lump Sum | All | | 1500.00 |
| 8 | Embankment In Place | | Cu. Yd. | 1620 | 9.00 | 14,580 |
| 9 | 1"-0 Aggregate Base | | Cu. Yd. | 560 | 12.00 | 6,720 |
| 10 | Class "B" Asphalt Concrete | | Ton | 420 | 45.00 | 18,900 |
| 11 | Guard Rail, Type 2A | | Lin. Ft. | ~~2825~~ 2850 | 15.00 | 42,750 |
| 12 | Guard Rail, Type 3 | | Lin. Ft. | 775 | 25.00 | 19,375 |
| 13 | Guard Rail Anchors, Type 1 | | Each | 30 | 300.00 | 9,000 |
| 14 | Guard Rail Anchors, Type 2 | | Each | 10 | 325.00 | 3,250 |
| 15 | Extra For Guard Rail Bridge Connections | | Each | 27 | 375.00 | 10,125 |
| 16 | Rail End Pieces, Type B | | Each | 10 | 75.00 | 750 |
| 17 | Rail End Pieces, Type C | | Each | 30 | 125.00 | 3750 |
| 18 | Extra Guard Rail Blocks | | Each | 155 | 6.00 | 930 |
| 19 | Extra for Asphalt Ramps | | Each | 14 | 75.00 | 1050 |
| 20 | Delineators | | Each | 40 | 20.00 | 800 |

8899

August 17, 1978

Board of County Commissioners
Linn County
Courthouse
Albany, OR 97321

Attention: Del W. Riley
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6638

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of guardrail at bridge ends on various County FAS Roads.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (conf. agree. att.)

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition

| Number | Name | Consideration |
|---|---|---|
| 49419 | Beasley, Alton L. & Beverly A. | $ 48,200.00 |
| 49571 | Dodge, Keith I. | 800.00 |
| 49645 | Public Employees Retirement Board | 825.00 |
| 49737 | Jimerson, Emma Josephine | 13,658.00 |
| 49782 | Briggs, Ben H. and Ruth B. | 53,000.00 |
| 49944 | Shelbourn, Barbara Ann<br>Durr, Phyllis J. | 50.00 |
| 49958 | Gulick, Elinor, trustee | 130.00 |
| 49972 | Shaffer, Adolph M. | -- |
| 50012 | Officer, Lawrence & Betty<br>Hubbard, Gloria Jean | 2,100.00 |
| 50065 | Mitchell, Robert E. & Betty L.<br>Olson, Gary & Katharine L. | 8,185.00 |
| 50066 | Christensen, Wayne A. | 15,235.00 |
| 50072 | Nauer, Zelia | 8,545.00 |
| 43-0.53 | Ash Creek Investment Corporation | 150.00 |
| | 13 Transactions | $150,878.00 |

(2) Agreement with Linn County for installation of guardrail at bridge ends on various county FAS roads. The State will perform all preliminary and construction engineering. The project is eligible for funding under Section 210 of the Title II Safety Program with 90% Federal Funds. The County has agreed to provide all of the required 10% matching monies. (Local Government)

APPROVED
STATE HIGHWAY ENGINEER
DATE: 8-11-78

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 11th day of Aug, 1978

Glenn L. Jackson, Chairman
Oregon Transportation Commission

APPROVED
E. S. Hunter
Date 8-11-78

1979 Santiam Hwy. @ Dewey St. $900
(Lebanon) Sec. on Santiam Hwy.
(Traffic signal installation)

CFA 6636 8-30-78

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

12 (

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Hamilton Electric, Inc. No. 8836 | Beaverton/Hillsdale Hwy., @ 91st Avenue Washington County | November 13, 1979 |
| Hertz Electric, Inc., No. 8895 | Division St. @ Greenwood Ave. (Bend) Deschutes County | November 13, 1979 |
| Ross Bros. Const., Inc., No. 8651 | Skipanon River Bridge Clatsop County | November 14, 1979 |
| Roy L. Houck Const. Co. No. 8864 | Jewell Jct.-Summit (M.P. 22.90 & 25.32) Clatsop County | November 15, 1979 |
| Tice Electric Co. No. 8852 | Clackamas Hwy. @ Evelyn St. & Clackamas/Boring Hwy. Clackamas County | November 19, 1979 |
| Hertz Electric, Inc. No. 8900 | Santiam Hwy. @ Dewey St. (Lebanon) Linn County | November 19, 1979 |
| Roseburg Paving, Inc. No. 8717 | N.E. Diamond Lake Blvd.- S.E. Washington Ave. (Roseburg), Douglas Co. | November 20, 1979 |
| Babler Bros., Inc., No. 8979 | Sandy E.C.L.-E. Brightwood Loop, Clackamas County | December 4, 1979 |
| J. C. Compton Co., No. 8994 | Hudson Slough-BLM Reload, Douglas County | December 5, 1979 |

December 6, 1979

H. S. Coulter, State Highway Engineer

8900

COM 5
Contract No. 8900

November 21, 1979

Fireman's Fund Insurance Co.
Attention: Fidelity and Surety Department
121 S. W. Salmon, Suite 900
Portland, OR 97204

Gentlemen:

Contract No. 8900 awarded to Hertz Electric, Inc., for a traffic signal installation on the Santiam Highway at Dewey Street in Lebanon, Linn County, was completed on September 4, 1979, and accepted by the State Highway Engineer on November 19, 1979.

Final payment in the amount of $1,413 will be released to the contractor after November 27, 1979. The total contract amount is $28,260 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Read
COMMISSION SERVICES

fkm

cc Hertz Electric, Inc.
P. O. Box 577
Albany, OR 97321

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8900

Lebanon

22-8260

Santiam Hwy @ Dewey St. (Lebanon)
Traffic Signal Installation
Contract No. 8900

NARRATIVE REPORT

This traffic signal contract, in the amount of $28,377.00, was awarded April 23, 1979 to Hertz Electric, Inc.

The project was an out-growth form the commercial development of property adjacent to the intersection of Santiam Highway with Dewey Street and the Walker Road extension in Lebanon. The developer, L. H. International Development Co. is to pay all costs incidental to the work, except for paving Dewey Street which is the City's responsibility.

The general layout of the signal design was standard. A problem arose when the detector loops were cut in Dewey Street. The City was to pave the street to a 3-inch depth but the sawing revealed only one-inch. An additional lift was paved and the sawing redone.

Also, the supports for the pedestrian signal heads on pole No. 4 had to be redone because the heads as installed were hidden behind a large power pole. Price Agreement No. 1 compensated the contractor $512.00 for these two items.

The signals were placed in operation August 27, 1979 and the remaining work was completed September 4, 1979. The final inspection revealed minor patching to be done around one of the poles and the controller cabinet. This work was dragged out somewhat - not being completed until last October 8th.

Protection and direction of traffic was controlled by signs, cones and flagging. No incidents were reported and all work was performed with only minor disruption of normal traffic flow.

J. M. Martin
Resident Engineer

Veraseg
Anderson
Christensen
Olson
Sullivan Copy
Terpin
Trout
Wakerlig

RECEIVED
OCT 3 1 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

ADDENDUM:

During final inspection restoration of head in parking on south of Dewey St. was discussed with City. Reasons were offered for maintaining three lane, however, City may still officially request to convert to two lane at their expense.

P. Stein
for G. Wimer

Beard WGB
Coie
Eriksen
Hager
Return Discuss
BY FINAL DE

Final Report

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | |
|---|---|
| SECTION: Santiam Hwy. @ Dewey St. (Lebanon) | WEEK ENDING: September 8, 1979 |
| | SECTION PREFIX: 22-8260 |
| HIGHWAY: Santiam | COUNTY: Linn |
| NAME OF JOB: Santiam Hwy. @ Dewey St. (Lebanon) | KIND OF WORK: Traffic Signals |
| CONTRACTOR: Hertz Electric, Inc. | CONTRACT NUMBER: 8900 |
| | FEDERAL AID PROJECT NUMBER: |
| DATE OF CONTRACT: April 23, 1979 | DATE WORK STARTED: July 2, 1979 |
| | ESTIMATED COMPLETION DATE: September 29, 1979 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: | SPECIFIED WORK DAYS: |
| | WORK DAYS USED: |
| | SPECIFIED CALENDAR DAYS: 90 |
| | CALENDAR DAYS USED: 65 |
| | SPECIFIED COMPLETION DATE: |
| | PERCENT OF TIME ELAPSED: 72 |
| PROJECT AUTHORIZATION: $ 45,229.79 | |
| | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 |
| EXCLUSIVE OF ENGINEERING: $ 41,279.59 | ENGINEERING AUTHORIZATION: $ 3,950.20 |
| | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 39,502.00 | ENGINEERING COST TO DATE: $ 3,182.04 |
| | DATE PROJECT WAS COMPLETED: |
| ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.5 % | PERCENT OF AUTHORIZATION: 81 % |
| | September 4, 1979 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 2 | | 63 | | |
| MONDAY 3 | | 64 | | |
| TUESDAY 4 | | 65 | | |
| WEDNESDAY 5 | | 0 | | |
| THURSDAY 6 | | 0 | | |
| FRIDAY 7 | | 0 | | |
| SATURDAY 8 | | 0 | | |

Keasey
Jeffmond
Hopkins
Williams
Johnsen
Glenn

RECEIVED
SEP 17 1979
CONSTRUCTION
BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY 3 | Legal Holiday. No activity. |
| TUESDAY 4 | Project Completed. |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

SIGNED David L Day LOCATION Albany

David L. Day, Office Engineer for J. M. Martin, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-7216

8400

PROJECT MANAGEMENT OFFICE MEMO

Date 4-18-79

Subject $46,000 Adv. Dep. Lebanon Signal File No. _____

Received (call) ~~(visit)~~ from Jean Flynn, L.H. International Newspapers

Address Alameda, Calif.

Made (call) (visit) to _____ Phone _____

Reason for contact and general discussion: Jean is mailing a check for $46,000 by certified mail to us today. Should make it here by Friday, at latest Monday. Told her that was okay.

Check Rec 4-23-79
Contacted Jean
notified Phil

Signature Gary E. Zahm

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

Chuck Barnett and Theo from Griffith. Results are just
F Hollebrandt TAG have no bank that Monies can be wired to
So have him wire it here or mail a check. (H) Signature A. Wamer

4-23-79 Rec'd Check Mail To Us Postm. 22-19

File ( ) ( ) (✓) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

PROJECT MANAGEMENT OFFICE MEMO

Date 4-17-79

Subject Santiam Hwy @ Dewey Signal Deposit File No. Lebanon

Received (call) (~~visit~~) from Bob Stanford 2-Colls.

Address JH International Alameda Calif Phone 415-865-5363

Made (call) (visit) to

Reason for contact and general discussion:

My letter calls for a $46,000 deposit by 4-20-79. He wants to be sure funds arrive as signal controls start opening. Wants to know what bank funds can be wired to. Promised to check & have someone let him know. Talked to Jim Kinas, Chuck Barrett and Then Frank Griffith. Results are that we FHWA Hollebrandt Taa have no bank that monies can be wired to. So have him wire it here or mail a check.

Signature A. Kinas

4-17-79
Jy Check will be in Mail Today (Receipt Attached 4-19-79)

File ( ) ( ) (X) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8900

9

March 29, 1979

L. H. International Developers
P.O. Box 2584
Alameda, California 94501

Attn: Bob Stanford
Engineer

Gentlemen:

On March 29, 1979 a satisfactory bid was received from Hertz Electric Inc., P.O. Box 577, Albany, Oregon 97321 for installation of a traffic signal on The Santiam Hwy. @ M.P. 14.47 (near Dewey Road). The advance deposit based on the anticipated construction cost of their bid is as follows:

| Bid Item | $28,377.00 |
|---|---|
| State Furnished Controller, Strain Poles, Mast Arms, Term. Cabinets | $10,125.00 |
| Signal Controller Testing | 1,000.00 |
| 4½% Contingencies | 1,777.59 |
| Construction Engineering | 3,950.20 |
| Preliminary Engineering | 5,300.00 |
| P.E. Paid by Company on August 8, 1978 | -4,500.00 |
| ESTIMATED TOTAL COST | $46,029.79 |
| Company's Advance Deposit: say | $46,000.00 |

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than April 20, 1979.

ok 4 file.

Please make your check for $46,000.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
G. W. WIMER

Gerald Wimer
Local Government Manager

GW:pf

cc: City of Lebanon
City Hall
Lebanon, Oregon 97355
Attn: Ed Ivey, City Manager

bcc w/AD # 611: Region 2 Federal Aid Specialist
Vern Skoog-Please return completed AD #611 when check is received.

(Bm.

Section Santiam Hwy. at Dewey St. (Lebanon) Programming Estimate $ 52,000

Highway Santiam 1-23-79 Project Length —

County Linn Completion Time 90 cal. days

Kind of Work Traffic Signals

Prefix 22-8234 FA Project No. STATE

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | | $ 34,426.00 |
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Building Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| ✓ State Furnished Controller, strain poles, mast arms, term. cabinets | $ 10,125 | |
| Install Water Meter | | $ 11,125 |
| Furnish Water | | |
| Laboratory Fees | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| ✓ Signal Controller Testing | $ 1,000 | |
| Bikeway Signs | | |
| Furnish Mail Box Posts | | |
| Adjust Utilities _____ | | |
| _____ | | |
| _____ | | |
| _____ | | |
| Misc. Permit Fees _____ | | |
| _____ | | |
| | | $ 45,551.00 |
| Contingencies (4-1/2%) | | 2,049.80 |
| Engineering ( 10 %) | | 4,555.10 |
| ~~SUBTOTAL~~ | | $ |
| Credit for _____ | | |
| Estimated Net Authorization, Construction | | $ 52,155.90 |

APPROVED

_____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date 1-23-79

Section Santiam Highway at Dewey St. (Lebanon) Section County Linn

Kind Of Work Traffic Signal Length N/A Name B. Bergstedt

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Temporary Protection and Direction of Traffic | | Lump Sum | All | — | 1,100.00 |
| | Temporary Signs | | Sq. Ft. | 141 | 6.00 | 846.00 |
| | Flagmen | | Hour | 40 | 22.00 | 880.00 |
| | Traffic Signal Installation, Complete | | Lump Sum | All | — | 31,600.00 |
| | Total Amount of Bid | | | | | $ 34,426.00 |

8900

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

PROJECT COST SUMMARY
Date - 1-19-79

Project: at Dewey St. (Lebanon)

Highway: Santiam

County : Linn

Prefix : 22-8234

Scheduled for Letting: MAR. 29, 1979

Type of Project : Others

Completion Time : 90 Calendar Days

BID SCHEDULE

| Item No. | Item | Quantity and Unit | Unit Price | Amount |
|---|---|---|---|---|
| 1. | Temporary Protection and Direction of Traffic for _____ | All Specified Lump Sum | | $_____ |
| 2. | Temporary Signs for ____ _____ | _____ sq. ft. | $_____ | $_____ |
| 3. | Flagmen for _____ _____ | _____ hr. | $_____ | $_____ T= 2,500 |
| 4. | Traffic Signal Installation, Complete for _____ _____ | All Specified Lump Sum | | $31,603 |
| | | Estimated Contract Cost | | $34,103 |

ANTICIPATED ADDITIONAL ITEMS

| | | |
|---|---|---|
| Striping | $ | |
| Signing | $ | |
| State supplied materials | $ 10,125 | |
| Controller testing | $ 1,000 | $ 11,125 |
| Engineering and Contingencies | | $ 6,558 |
| ESTIMATED PROJECT COST | | $ 51,786 |

COMMENTS:
Litton International to pay 100% of cost.

Draft

Contractor Estimate

TRAFFIC SIGNAL INSTALLATION

Santiam Hwy. at Dewey St.
Lebanon

Sht 1 of 2

DATE 1/19/79

Est. By Z/W.B.

| Item Description | Qty | Unit | Material | | Labor | |
|---|---|---|---|---|---|---|
| | | | Unit Cost | Total | Unit Cost | Total |
| 5 phase controller in P-cabinet | 1 | ea. | State | Supplied | 350 | 350 |
| 2/c No. 6 control cable | 250 | ft. | 0.75 | 188 | 0.30 | 75 |
| 2/c No. 12 " " | 250 | ft. | 0.26 | 65 | 0.30 | 75 |
| 4/c No. 14 " " | 800 | ft. | 0.25 | 200 | 0.30 | 240 |
| 10/c No. 14 " " | 350 | ft. | 0.53 | 186 | 0.45 | 158 |
| 6/c No. 14 " " | 200 | ft | 0.35 | 70 | 0.30 | 60 |
| Messenger cable w/ Tywrap | 200 | ft. | 0.30 | 60 | 0.75 | 150 |
| Tether cable | 200 | ft. | 0.15 | 30 | 0.25 | 50 |
| 1" conduit | 15 | ft. | 0.85 | 13 | 1.25 | 19 |
| 1½" conduit | 90 | ft. | 1.31 | 118 | 1.88 | 169 |
| 2" conduit | 50 | ft. | 1.77 | 89 | 2.50 | 125 |
| No. 6 TW wire | 90 | ft | 0.17 | 15 | .20 | 18 |
| No. 12 TW wire | 280 | ft | 0.05 | 14 | 0.14 | 40 |
| No. 14 THWN wire | 3250 | ft. | 0.04 | 130 | 0.11 | 358 |
| Strain pole | 4 | ea. | State | Supplied | 200 | 800 |
| Mast arm | 2 | ea | " | " | 100 | 200 |
| Pole foundation | 4 | ea. | 225 | 900 | 500 | 2000 |
| Interior illuminated sign | 4 | ea | 200 | 800 | 65 | 260 |
| Terminal cabinet | 4 | ea. | State | Supplied | 125 | 500 |
| Pushbutton w/ sign | 6 | ea. | 35 | 210 | 50 | 300 |
| Strandvise & Eyebolt | 4 | ea | 28 | 112 | 150 | 600 |
| Service cabinet w/ 50 A. C.B. | 1 | ea. | 135 | 135 | 150 | 150 |
| Meter base | 1 | ea. | 20 | 20 | 75 | 75 |
| Pedestrian signal | 6 | ea | 275 | 1650 | 75 | 450 |
| Vehicle signal | 8 | ea | 300 | 2400 | 100 | 800 |
| Programmed vehicle signal | 2 | ea | 750 | 1500 | 100 | 200 |

TRAFFIC SIGNAL INSTALLATION

Sht 2 of 2

# Lantiam Hwy @ Dewey St
# Lebanon

DATE 1-19-79

Est. By ZJWB

| Item Description | Qty | Unit | Material | | Labor | |
|---|---|---|---|---|---|---|
| | | | Unit Cost | Total | Unit Cost | Total |
| Loop Detectors | 26 | ea | 15 | 390 | 40 | 1040 |
| Loop feeder cable | 2300 | ft. | 0.84 | 1932 | 1.63 | 3749 |
| Loop to controller | 16 | ea. | 50 | 800 | 100 | 1600 |
| Amplifier | 10 | ea | State Supplied | | — | — |
| "Signal Ahead" sign | 1 | ea. | 75 | 75 | 50 | 50 |
| | | | | | | |
| | | | | | | |
| | | | | 12,182 | | 14,661 |
| Total M+L = $31,603 | | | .15 | 1,828 | | 2,932 |
| | | | .20 | | | |
| | | | | 14,010 | | 17,593 |
| Temp. Direction 2,500 | | | | | | |

Contract Est. = $34,103

State Est. = $11,125

Total Project = $45,228

Project Engr. = $6,558

Total Est. $ 51,786

State Supplied Material & Labor

TRAFFIC SIGNAL INSTALLATION

Santiam Hwy. @ Dewey St.
Lebanon

Sht 1 of 1

DATE 1-19-79

Est. By EJW

| Item Description | Qty | Unit | Material | | Labor | |
|---|---|---|---|---|---|---|
| | | | Unit Cost | Total | Unit Cost | Total |
| 5 phase full actuated controller in P-cabinet with all internal equipment provided. Timing Modules as follows: | | | | | | |
| Phase 1 - Type 4 | | | | | | |
| Phase 2 - Type 2 | | | | | | |
| Phases 3, 4 & 5 - Type 1 | | | | | | |
| Flashing operation: | | | | | | |
| Phase 1 - Yellow | | | | | | |
| All others Red - Reds off. | | | | | | |
| Furnish cabinet bolts | | | | | | |
| Operational sequence sheets or flow | 1 | ea. | 5,750 | 5,750 | | |
| Loop amplifier w/ harness | 10 | ea. | 1,000 | 1,000 | | |
| Terminal cabinet w/ terminals | 4 | ea. | 93 | 370 | | |
| Pole 1 = terminals | | | | | | |
| Pole 2 = " | | | | | | |
| Pole 3 = " | | | | | | |
| Pole 4 = " | | | | | | |
| Steel strain pole w/ anchor bolts | | | | | | |
| (28 ft. 0 ga., 10 3/4" O.D.) | 4 | ea. | 652 | 2,608 | | |
| Mast arm (15') w/ pole plate | 2 | ea. | 196 | 392 | | |
| Controller testing | 1 | ea. | — | — | 1,000 | 1,000 |
| | | | | | | |
| Total State Force Est. = $11,125.00 | | | $ | - | $ | 1,000 |
| | | | | 10,125 | | |

8900

9

PROJECT MANAGEMENT OFFICE MEMO

Date: 11-20-78

Subject: Traffic Signal Installations (Variable)

Received a visit from City Managers of Bend, Oregon City & Newberg.

Made a call to Region 1, 2 & 4 Traffic Section

Reason for contact and general discussion: Possible use of materials and signal equipment from State stockpile w/replacement by city upon award of (future) contract. These three cities, as well as, Lebanon, would like to proceed with installation at their respective locations with the city or developer, putting up full deposit in first instance. This type of proposal is currently ruled out by the Traffic Section due to large demand on States available materials and precedent setting. Only changing the policy permits State's furnishing the equipment in such installations.

It has been indicated that this matter will probably be discussed with Oregon Transportation Commission member (Mike Hollern) especially in the Bend situation at 3rd and Wilson by City Manager Art Johnson. (Signal advertised for November letting).

Oregon City Manager Al Simonson has a similar concern at Molalla Avenue and Clairmont Street (See prior correspondence).

Myrland Gilbert of Newberg is concerned with a proposed signal at 99W and Springbrook (review being made).

Ed Ivie of Lebanon would like immediate attention at the intersection of US 20 and Dewey Street (deposit made).

The foregoing is most likely only a token of those currently known, however, they have been brought to immediate attention and should be reviewed by Region and Salem staff. Developers or corporations are involved in all instances even though they are at major street intersections and the city managers have indicated they (developers) will finance initially for immediate installation.

Another long standing concern of local government is the time consumed by testing of signal equipment at state environmental chamber. (I believe additional chamber being installed at present).

These matters have been discussed with the various regions involved and also at staff level with the Traffic Section and Mr. Rulien of Administration.

D N. Harwell by pf

D. N. Harwell
Co.-City Coordinator,
Project Management

DNH:GWW:pf

cc: F. Klaboe ✓
L. W. Rulien
H. S. Coulter
E. S. Hunter
L. E. George
Region Engineers
Bob Judson

RECEIVED
DOT OPERATIONS
NOV 27 '78
REFER TO
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

NOTE
F. B. KLABOE

8900.

August 30, 1978

City of Lebanon
City Hall
Lebanon, OR 97355

Attention: Ed Ivey
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6636

L. H. International Development
P.O. Box 2584
Alameda, California 94501

Gentlemen:

Attached for your records is a fully executed copy of an agreement with the City of Lebanon, L. H. International Development, and the Highway Division for installation of traffic signals on the Santiam Highway at M.P. 14.47 (Near Dewey Road).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

fhm

Att.

cc Don Harwell (agree. att.)

3900

9

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
# HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

May 16, 1978

City of Lebanon
City Hall
Lebanon, Oregon 97355

Attention: Edwin R. Ivey
City Manager

Dear Mr. Ivey:

The proposed shopping center of L. H. International Development in the vicinity of Dewey Rd., on the Santiam Highway in the south portion of Lebanon, MP 14.47 has been reviewed. It appears that signals will be permissible at this location.

In order to begin work on the signal design and agreement draft it is necessary to receive a deposit from the developer. This deposit should be approximately $50,000. In the event that this sum of money is not sufficient at the time of bid letting, the balance will be requested at that time. In the event that after the contract is let and completed there are funds remaining, these will returned to the developer.

Sincerely,

David R. Weaver
REGION II TRAFFIC ENGINEER

DRW/lea
cc: Howard Johnson
Gerald Wimer
Bud George

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAY 16 1978 AP
TAA Holmes ✓ File: PM FA LG OP

6/2 -
Called Stearns - He will straighten this out. Mainor

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
Region II Engineer

DATE: May 5, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Proposed Shopping Center
L. H. International Development
Vicinity of Dewey Rd. M.P. 14.47
Santiam Hwy., Lebanon

The subject plan has been reviewed and it appears that signals will be warranted.

In order to begin work on the signal design and agreement draft, it is necessary for the Region to submit to the Local Government Section an Order to Render Service along with a deposit from the developer. The Traffic Section will require approximately $1,500 for signal design after receiving a 1"=20' vicinity map from the field.

The Local Government Section should also be informed of the pertinent provisions to be included in the agreement.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

BET:rah

cc: G. Wimer ✓

PROJECT M...
CCE
FHE

Holmes ✓

81.125-1987

1979 E. Idaho Ave. @ E. Lane Sec. 890
of Olds Ferry-Ontario Hwy. in
Ontario (Grad. & traffic sigs.)

C&A 6449 5-8-78

8901

Files

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

6-5

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Hertz Electric, Inc. No. 8901 | E.Idaho Ave.@ E.Lane (Ontario) | May 12, 1980 |
| Hertz Electric, Inc. No. 8964 | Pac. Hwy. E. @ Berg Parkway (Canby) | May 12, 1980 |
| Paul Bros., Inc. No. 8759 | Garden Valley Blvd.-Fairgrounds Intchge. | May 16, 1980 |
| Hansen Electric Co. No. 8938 | Broadway St. @ 16th St.(North Bend) | May 16, 1980 |
| Hamilton Const. Co. No. 8928 | Judkins Point O'Xing. | May 20, 1980 |
| Southern Oregon Rock Co. No. 9078 | Port Orford Rock Production | May 27, 1980 |
| Babler Bros., Inc. No. 8934 | Crooked River Hwy.-Frederick Butte Rd. | May 27, 1980 |
| Columbia West Matls. & Constructors, Inc. No. 8909 | E. Fremont Bridge Connection | May 28, 1980 |
| Hamilton Construction Co. No. 8943 | N. Umpqua R. (Winchester) Bridge, N. Bound | May 28, 1980 |
| Columbia Pacific Construction Co. No. 8898 | Coast Fk. Willamette R. (Harrison Ave.) Bridge | May 30, 1980 |
| Tice Electric Co. No. 8835 | Powell Blvd. @ 162nd & Sandy Blvd. @ 122nd and 162nd | May 30, 1980 |
| J. B. Steel, Inc. No. 8854 | Port of Entry (Klamath Falls) | June 3, 1980 |

June 5, 1980

C. T. Keasey
Asst. State Highway Engineer

8901

May 15, 1980

Fireman's Fund Insurance Company
P. O. Box 3625
Portland, OR 97208

CON 5
#8901

Gentlemen:

On May 13, 1980, we wrote to you concerning release of final payment on Contract No. 8901 awarded to Hertz Electric, Inc., for work on East Idaho Avenue at East Lane (Ontario) Section of the Olds Ferry-Ontario Highway in Malheur County.

Final payment on this contract is $2,451.55 and the total contract amount is $30,095.01. No work was performed under force account.

Sincerely,

Robert W. Cormier
COMMISSION SERVICES

FKN/gnk

cc: Hertz Electric, Inc.
P. O. Box 577
Albany, OR 97321

Homer H. Smith Insurance Agency
1360 Commercial Street S. E.
Salem, OR 97302

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

8901

FORM 734-2001

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: East Idaho Ave. @ East Lane | | WEEK ENDING: April 12, 1980 |
| | | SECTION PREFIX: 23-8214 |
| HIGHWAY: Olds Ferry - Ontario (Ontario Spur) | | COUNTY: Malheur |
| NAME OF JOB: | KIND OF WORK: Paving & Traffic Signal | |
| CONTRACTOR: Hertz Electric | CONTRACT NUMBER: 8901 | FEDERAL AID PROJECT NUMBER: State |
| DATE OF CONTRACT: April 23, 1979 | DATE WORK STARTED: September 24, 1979 | ESTIMATED COMPLETION DATE: |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS 220Cd | CALENDAR DAYS USED 210 |
| | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED: 96 |
| PROJECT AUTHORIZATION: $ 64,316.94 | | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 |
| EXCLUSIVE OF ENGINEERING: $ 58,699.74 | ENGINEERING AUTHORIZATION $ 5,617.20 | |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 51,301.01 | ENGINEERING COST TO DATE $ 5,617.20 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 88 |
| ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 13 % | PERCENT OF AUTHORIZATION: 100 % | DATE PROJECT WAS COMPLETED: February 26, 1980 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 6 | Cldy;Cool | | | |
| MONDAY 7 | Pt.Cldy;Cool | | | |
| TUESDAY 8 | Pt.CldySrs;Cool | | | |
| WEDNESDAY 9 | Pt.Cldy;Cool | | | |
| THURSDAY 10 | Pt.Cldy;Cool | | | |
| FRIDAY 11 | Fair;Warm | | | |
| SATURDAY 12 | | | | |

RECEIVED
APR 14 1980
CONSTRUCTION BRANCH

Kuesey, Richards, Jackmond, Hopkins, Williams, Johnson, Glenn, Widmer, Gebauer, Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 6 | No activity all week. |
| MONDAY 7 | |
| TUESDAY 8 | |
| WEDNESDAY 9 | |
| THURSDAY 10 | |
| FRIDAY 11 | |
| SATURDAY 12 | |

## REMARKS

Semifinal submitted to region office 4/10/80.

Final Report

SIGNED F. F. Burnett, Res. Engr. LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

JAMES A. REDDEN
ATTORNEY GENERAL

# DEPARTMENT OF JUSTICE

TRIAL DIVISION
[illegible]
Salem, Oregon 97310
Telephone: (503) 378-6313
211 Transportation Building

July 13, 1979

Mr. Ivan Strand
The Strand Companies
P.O. Box 4926
Aspen, Colorado 81611

Re: Traffic Control Signal Installation on East Idaho Avenue at east lane (Ontario).

Dear Mr. Strand:

This is to advise you that the Highway Division has referred to this office a contract with your company relating to the installation of the above traffic control signal.

This is formal demand upon you for the sum of $63,800 as specified in the letter addressed to you March 30, 1979, by the Highway Division, and in accordance with the terms and conditions of the contract between your company and the Oregon State Highway Division.

If this amount is not received within 10 days from the date of this letter, legal proceedings will be instituted in order to collect the same.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General
and Counsel

JLS:hg

bc: H. S. Coulter
E. S. Hunter
D. H. Moehring
J. H. Versteeg
W. E. Schwartz

RECEIVED
TECHNICAL SERVICES
JUL 13 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | | |

June 1, 1979

Mr. Ivan Strand
The Strand Companies
P. O. Box 4926
Aspen, Colorado 81611

Dear Mr. Strand:

In your May 10 letter, it was suggested that the State participate in the installation of a traffic signal being installed as a result of a development in Ontario. The other accesses mentioned in your letter were existing when the highway was widened and none of these other accesses had high enough traffic volumes to warrant or require the installation of a traffic signal.

Traffic generated by Plaza East Development will be much more than the existing traffic volumes at any of the existing accesses in this area. We therefore cannot justify spending State dollars for the required traffic signal.

Your suggestion for routing Transportation Department traffic to East Road via a frontage road has been reviewed. As a result, it was found that it would not be practical for traffic operations. There are only approximately 100 feet between the highway and the entrance from East Road to the shopping center. This is not adequate distance to permit turning movements from the frontage road to East Road and still allow proper vehicle storage on East Road.

Although possible, it would not appear desirable to either route heavy traffic over your property or around the back of it. Traffic utilizing the Transportation Department's frontage road includes large mobile homes and truck traffic, as well as passenger cars. These vehicles require a large area for maneuvering and this was a contributing factor in our decision.

We appreciate the thought you have given this matter and advising us of your ideas.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter
Jack Sollis
L. E. George
D. E. Swan
W. E. Schwartz (enc.)
C. D. Hiatt "

DKH:ds ja

the
STRAND
companies

May 10, 1979

Department of Transportation
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. E. S. Hunter - Assistant State Highway Engineer

Dear Mr. Hunter,

I received a letter on April 27 from Mr. Gerald Wimer saying that they were going to proceed with the construction of the traffic light and turn the matter over to the legal department for collection. I do, however, want to respond to your letter of March 19 where you said a further traffic study would be useless. I want particularly to call your attention to this paragraph of your letter:

> "The safety considerations were based on an average highway traffic volume of 16,000 vehicles operating with a signed speed of 40 MPG. Traffic making left turns onto or off of the highway at either Plaza East or East Road would be in conflict with through highway traffic. Without a signal at East Road, these conflicts could result in serious accidents."

If this is the case, then why are there free left turns on and off the highway for all the other businesses between the freeway and the bridge INCLUDING TO THE STATE HIGHWAY FACILITY NEXT DOOR.

May I make another suggestion before we litigate. In the interest of vehicle safety, why don't you relinquish the state highway department access to the highway, route that traffic along the frontage road to East Road and contribute the difference between what we agreed to pay for the traffic light and what it costs. This would give traffic light control for all of the users of the east side of the highway and provide the traffic safety which we both want.

Very truly yours,

THE STRAND COMPANIES

Ivan Strand

cc: Mr. Gerald Wimer - Local Government Engineer
Mr. John F. Guiltinan - Diversified Associates
Mr. John I. Margraf - Mar-Mon Developers

P.O. Box 4926 Aspen, Colorado 81611

(303) 925-4898

#8901

the
**STRAND**
companies

May 10, 1979

Department of Transportation
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. E. S. Hunter - Assistant State Highway Engineer

Dear Mr. Hunter,

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Very truly yours,

THE STRAND COMPANIES

Ivan Strand

cc: Mr. Gerald Wimer - Local Government Engineer
Mr. John F. Guiltinan - Diversified Associates
Mr. John I. Margraf - Mar-Mon Developers

P.O. Box 4926 • Aspen, Colorado 81611 • (303) 925-4898

8901

4-23-79
~~March 30, 1979~~

The Strand Companies
P.O. Box 4926
Aspen, Colorado 81611

Attn: Mr. Ivan Strand

Gentlemen:

On March 29, 1979 a satisfactory bid was received from Hertz Electric Inc., P.O. Box 577, Albany, Oregon 97321 for installing a traffic signal on E. Idaho Avenue at East Lane (Ontario). The advance deposit based on the anticipated construction cost of their bid is as follows:

| | | |
|---|---|---|
| Bid Items | | $54,142.00 |
| Estimated Additional Costs | | |
| Permanent Pavement Striping | $ 650.00 | |
| Temporary Pavement Striping | 200.00 | |
| Remove Pavement Striping (Exist. & Temp.) | 300.00 | |
| Signal Controller Testing | 880.00 | |
| 4½% Contingencies | 2,527.74 | |
| Construction Engineering | 5,617.20 | |
| Preliminary Engineering | 4,000.00 | |
| Subtotal (Estimated Additional Costs) | | 14,174.94 |
| TOTAL ESTIMATED COSTS | | $68,316.94 |
| Less Company's Advance Deposit | | -4,500.00 |
| NET ESTIMATED REMAINING TOTAL COST | | $63,816.94 |

Company's Advance Deposit: say $63,800.00

This project will be awarded upon receipt of your advance deposit. If we do not receive it by April 20, 1979, we will proceed in accordance with Assistant Attorney General and Counsel Jack L. Sollis' February 28 letter.

4-23-79 Discussed w/ Sollis & Hunter. Proceed to award. Then notify Strand if we don't receive funds in 10± days we will turn matter to our legal section for collection Hunter

W

Please make your check for $63,800.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer
Local Government Manager

FHH:pf

cc: City of Ontario, City Hall, Ontario, Oregon 97914
Attn: Ron Blankenship, City Recorder
Strand Diversified, 1000 Quail Street, Suite 190, South Beach, California 92660 Attn: John S. Quiltinan, General Partner

bcc w/AD # 613: Region 5 Federal Aid Specialist
Vern Skoog - Please return completed AD # 613 when check is received.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| FAPEWELL-BEND POE. OPER | CONT NO | | FA PROJ NOS | | | | |
| | 023 | 8205 | 594 | 00 | | 29,277.90CR | |
| | 023 | 8205 | 900 | 00 | | 15,478.77 | |
| | | | ** JOB TOTALS ** | | | 13,799.13CR** | |
| TED BOMIDES-INSTALL FENCE | CONT NO | | * FA PROJ NOS | | | | |
| | 023 | 8206 | 190 | 00 | | | |
| | 023 | 8206 | 199 | 00 | | | |
| | 023 | 8206 | 594 | 00 | | | |
| | | | ** JOB TOTALS ** | | | | ** |
| ONTARIO SIGNAL REPAIR | CONT NO | | * FA PROJ NOS | | | | |
| | 023 | 8207 | 199 | 00 | | | |
| | 023 | 8207 | 594 | 00 | | | |
| | | | ** JOB TOTALS ** | | | | ** |
| IDAHO POWER CO. CONST MED | CONT NO | | FA PROJ NOS | | | | |
| | 023 | 8209 | 199 | 00 | | | |
| | | | ** JOB TOTALS ** | | | | ** |
| PLAZA E DEVELOPMENT | CONT NO | | * FA PROJ NOS | | | | |
| | 023 | 8210 | 594 | 00 | | | |
| | 023 | 8210 | 900 | 00 | | | |
| | 023 | 8210 | 901 | 00 | | | |
| | 023 | 8210 | 905 | 00 | | 23.18 | |
| | 023 | 8210 | 910 | 00 | | | |
| | 023 | 8210 | 911 | 00 | | 13.40 | |
| | 023 | 8210 | 914 | 00 | | | |
| | 023 | 8210 | 921 | 00 | | 149.27 | |
| | 023 | 8210 | 922 | 00 | | | |
| | | | ** JOB TOTALS ** | | | 185.85 | ** |
| ONTARIO-CHAN SIG ADJ | CONT NO | | FA PROJ NOS | | | | |
| | 023 | 8212 | 594 | 00 | | | |
| | 023 | 8212 | 900 | 00 | | | |
| | | | ** JOB TOTALS ** | | | | ** |

| NO | | FA PROJ NOS | | | | | |
|---|---|---|---|---|---|---|---|
| 23 | 8205 | 594 | 00 | 29,277.90CR | 112,899.53CR | | 194,293.03C |
| 23 | 8205 | 900 | 00 | 15,478.77 | 112,155.33 | | 222,246.09 |
| | | ** JOB TOTALS ** | | 13,799.13CR** | 744.20CR** | | 27,953.06 |

| NO | | * FA PROJ NOS | | | | | |
|---|---|---|---|---|---|---|---|
| 23 | 8206 | 190 | 00 | | 132.80 | | 132.80 |
| 23 | 8206 | 199 | 00 | | | | 720.26 |
| 23 | 8206 | 594 | 00 | | 853.06CR | | 853.06C |
| | | ** JOB TOTALS ** | | ** | 720.26CR** | | |

| NO | | * FA PROJ NOS | | | | | |
|---|---|---|---|---|---|---|---|
| 23 | 8207 | 199 | 00 | | | | 168.00 |
| 23 | 8207 | 594 | 00 | | 168.00CR | | 168.00C |
| | | ** JOB TOTALS ** | | ** | 168.00CR** | | |

| NO | | FA PROJ NOS | | | | | |
|---|---|---|---|---|---|---|---|
| 23 | 8209 | 199 | 00 | | | | 302.29 |
| | | ** JOB TOTALS ** | | ** | | ** | 302.29 |

| NO | | * FA PROJ NOS | | | | | |
|---|---|---|---|---|---|---|---|
| 23 | 8210 | 594 | 00 | | 3,504.86CR | | 3,504.86C |
| 23 | 8210 | 900 | 00 | | 26.31 | | 26.31 |
| 23 | 8210 | 901 | 00 | | 464.08 | | 466.68 |
| 23 | 8210 | 905 | 00 | 23.18 | 1,364.51 | | 1,364.51 |
| 23 | 8210 | 910 | 00 | | 34.24 | | 34.24 |
| 23 | 8210 | 911 | 00 | 13.40 | 1,121.98 | | 1,121.98 |
| 23 | 8210 | 914 | 00 | | 3.00 | | 3.00 |
| 23 | 8210 | 921 | 00 | 149.27 | 805.21 | | 805.21 |
| 23 | 8210 | 922 | 00 | | 11.80 | | 11.80 |
| | | ** JOB TOTALS ** | | 185.85 ** | 326.27 | ** | .87 |

| NO | | FA PROJ NOS | | | | | |
|---|---|---|---|---|---|---|---|
| 23 | 8212 | 594 | 00 | | 3,000.00CR | | 3,000.00C |
| 23 | 8212 | 900 | 00 | | 5,837.39 | | 5,837.39 |
| | | ** JOB TOTALS ** | | ** | 2,837.39 | ** | 2,837.39 |

8901

9

March 19, 1979

Mr. Ivan Strand
The Strand Companies
P. O. Box 4926
Aspen, Colorado 81611

Dear Mr. Strand:

In your March 6 letter to Mr. Jack L. Sollis, Assistant Attorney General and Counsel, you suggest that a traffic study be conducted to determine if the signal installation at East Road and the Olds Ferry-Ontario Highway is necessary. Your suggestion is based on the recent completion and opening of Plaza East and traffic counts could therefore be taken to re-evaluate the signal warrant analysis.

The decision to require a signal at East Road and the highway was based on two criteria, the first being the estimated traffic volume analysis and second, safety conditions which were a significant consideration in the decision. A traffic volume study taken after completion of your development would determine the accuracy of the initial traffic estimate. However, we feel that any change in that estimate could not be of sufficient magnitude to estimate the safety considerations which require a signal installation.

The safety considerations were based on an average highway traffic volume of 16,000 vehicles operating with a signed speed of 40 MPH. Traffic making left turns onto or off of the highway at either Plaza East or East Road would be in conflict with through highway traffic. Without a signal at East Road, these conflicts could result in serious accidents.

I am confident you will agree that the cost of the signal is worthwhile if it will prevent a serious accident involving any of your patrons entering the highway.

Therefore, the Highway Division will advertise a contract for construction of the traffic signal with the expectation that you will honor the agreement of April 28, 1978 to pay such signal costs as stated in Mr. Sollis' letter of February 28, 1979.

Sincerely,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter
J. L. Sollis
D. H. Moehring (enc.)
J. H. Versteeg "
L. E. George "
W. E. Schwartz "

JH:ds/ESH:ja

the **STRAND** companies

RECEIVED
MAR 8 1979
LEGAL

March 6, 1979

NOTED
JACK L. SOLLIS

Jack L. Sollis, Esquire
Assistant Attorney General & Counsel
Department of Justice
211 Transportation Building
Salem, Oregon 97310

Re: Miscellaneous Contract Agreement #6449 dated April 4, 1978
Our File: Ontario, Oregon 7501.C.2

Dear Mr. Sollis,

Thank you for your letter of February 28. I am not particularly surprised by the response as I expected the State of Oregon to take the position that no cost was too high to be cost effective so long as it was paid by somebody else. Obviously, there is no way I can stop you from proceeding on the course of action which you have outlined. However, I do have a suggestion.

The original determination that the traffic light was necessary was made a priori. Now that the store is finished, it might be worth everybody's effort to take a look at the traffic situation to see if the light is really needed. It may be the traffic is sufficiently light that it may merely be a hindrance to people trying to use the highway. An unnecessary traffic light is almost as big a hazard and inconvenience as not installing a light when one is needed. We might even participate in the cost of such a study if we were convinced that the State would give it any credence should it not conform to the transportation department's previously held opinion.

I would appreciate your response to this suggestion prior to your initiation of any further action.

Very truly yours,

THE STRAND COMPANIES

Ivan Strand

b

RECEIVED
MAR 9 1979
TRAFFIC ENGINEERING

RECEIVED
TECHNICAL SERVICES
MAR 9'79
REFER TO
George
FOR

P.O. Box 4926 • Aspen, Colorado 81611 • (303) 925-4898

JAMES A. REDDEN
ATTORNEY GENERAL

STATE OF OREGON 1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
[redacted]
Salem, Oregon 97310
Telephone: (503) 378-6313
211 Transportation Building
February 28, 1979

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
FEB 28 1979
TAA ☐ File: PM ☐ FA ☐
LG ☐ OP ☐

J. Lucius Cox/Hunter/Brumsmith
Brumsmith can make March
Hunter says proceed w/ March
Let Brumsmith please
Tell Strand's atty/Phoenix atty
3-2-79

The Strand Companies
P.O. Box 4926
Aspen, Colorado 81611

Re: Miscellaneous Contract Agreement #6449 dated April 4, 1978.
Your File: Ontario, Oregon 7501.C.2

Attention: Mr. Ivan Strand

Dear Sir:

In reply to your letter of February 12, 1979, addressed to Mr. E. S. Hunter, Assistant State Highway Engineer, concerning the above contract, I have the following to offer:

In reviewing the file I note that on September 20, 1977, a letter was addressed to The Strand Architects, 172 South Cole Road, Boise, Idaho 83705, Attention: Douglas Tamura. It related to the Plaza East Development Access on the Olds Ferry-Ontario Highway. On page one of the letter, when discussing the access at Station 34+94, the letter stated as follows: "A permit will be issued at this access location for an approach width of 52 feet, to provide traffic movements in all directions. This permit is contingent upon the following conditions:

1. Install a signal at East Road and the highway. With the signal at East Road, gaps in the through traffic movements on the highway will ease ingress and egress at this access location.

2. Provide four lanes on the access road at the intersection with the highway.

3. Develop a left-turn storage lane in the highway median for east-to-south ingress traffic."

"East Road Intersection
A traffic signal will be required at this intersection, with all costs of the installation to be borne by the developer. A preliminary and conservative estimate for this traffic signal is

cc WE Schwartz
mailed 3-2-79 LL

$45,000. The Highway Division would be receptive to designing and contracting this installation for the developer."

On January 3, 1978, Mr. C. D. Hiatt, the District Engineer for the Highway Division, received a letter from Mr. John Margraf of Strand Architects in which he said "we have reviewed the requirements for access as set forth in your letter of September 20, 1977, with the developers to the project Strand-Diversified. They have agreed with these conditions and by their direction we have revised the construction documents. We are herein forwarding one copy of Sheet C-1 showing the requested changes, this copy is for your file use. If you have any questions regarding the plan, please contact this office."

The agreement entered into by your company on April 28, 1978, provided that you would pay the full cost of the traffic signal and would deposit with the State the sum of $4,500 to cover the estimated total cost of preliminary engineering work.

The contract did provide on page 2, in paragraph 2, under Things to be Done by Company, as follows: "If the low bid is more than 10% over the engineer's estimate, Company shall have the right to request State to reject all bids."

I do not construe this as authorizing the Company to terminate the contract or to revoke its previous acceptance of the conditions as set forth in Mr. Hiatt's letter of September 20, 1977.

The assumption in your letter of February 12, 1979, that the State's following your request to reject bids was a conclusion by the State that the bid was too high and that the signal is not worth the cost is completely invalid. The actual cost of any public improvement is determined by the lowest competitive bidder on the project. The Highway Division is required by statute to place such bids out to competitive bidding and to award the bid to the lowest responsible bidder.

In the light of the information that I have obtained from reviewing the file, I feel that your company is still bound to contribute the full amount for the cost of installing such traffic signal and I shall advise the Highway Division to advertise for the construction of such signal and notify your company of the lowest responsible bid.

If your company does not comply with the terms of the contract entered into on April 28, 1978, and deposit that amount of the bid with the State, the State will construct the traffic signal and if necessary institute legal proceedings to collect the full cost thereof from your company. If you have any further questions relating to this contract, I would appreciate it if you would direct them to me.

Sincerely yours,

JLS:hg
cc - H. S. Coulter
E. S. Hunter
D. H. Moehring

Jack L. Sollis
Assistant Attorney General & Counsel

the STRAND companies

February 12, 1979

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Misc. Contracts and Agreements
No. 6449, Dated April 28, 1978
Our file: Ontario, Oregon 7501.C.2

Dear Mr. Hunter,

Mr. Guiltinan has referred to me for reply your letter of January 25, 1979. In the last paragraph of your letter, you asked for " . . . acknowledgment of receipt of plans, specifications, and estimates and an expression of your intention to comply with Agreement No. 6449. . . ." We do acknowledge receipt of the above referenced documents, but it is our position that we have already complied with Agreement No. 6449. That Agreement states in the last sentence of Paragraph 2 in the section entitled "THINGS TO BE DONE BY COMPANY": "If the low bid is more than 10 percent over the engineer's estimate, Company shall have the right to request State to reject all bids."

In the letter of September 20, 1977 to The Strand Architects from C. D. Hiatt, District Engineer, it was stated that: "A preliminary and conservative estimate for this traffic signal is $45,000." The bid for the work which you received was in the amount of $65,685.79. One hundred ten percent of the "Preliminary and conservative estimate" would be $49,500 (assuming the $4500. deposit previously made is not to be a part of the cost). You interpreted Mr. Guiltinan's letter of December 28, 1978 as a request to reject bids in accordance with the above quoted provisions of Agreement No. 6449. In the first paragraph of your letter of January 25, you acknowledged that you rejected bids pursuant to our request. As we read the Agreement, this constitutes compliance with Agreement No. 6449. The contract is performed as follows: The State puts the work out to bid, if the bid exceeds 10% of the estimate, we may request rejection, which we did. When the State accedes to that request, which it did, we interpret that as a

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
FEB 14 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cc
George - Is signal needed?
Schwartz -
2-14-79

Above advice
cy-

P.O. Box 4926 • Aspen, Colorado 81611 • (303) 925-4898

strand



ruling that in the Highway Department's opinion the bid was too high and that the signal is not worth the cost. Hence, we feel that we have entirely complied with our contractual obligations.

However, we do feel that a traffic light could be of some value at the intersection and we are willing to contribute $45,000. to the State should it choose to construct one. Please note that our readiness to contribute this amount is based on the belief that it would be in our best interests to have a signal there at a reasonable cost - it is not based on Agreement No. 6449 - as it is our position that we have fully complied with all our obligations thereunder.

Very truly yours,

THE STRAND COMPANIES

Ivan Strand

Ivan Strand

cc: Mr. John F. Guiltinan - Diversified Associates
Mr. John I. Margraf - Mar-Mon Developers

b

8701

9

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

DATE: February 23, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: East Idaho Avenue @ East Lane (Ontario) Section
Olds Ferry-Ontario Highway (Ontario Spur) #455
(Plaza East Shopping Center Development)

A study has been conducted to determine the need for a traffic signal at the subject intersection. The following data was developed to affect that determination.

Trip Generation

Trips generated by development of K-Mart and McDonalds are as follows:

K-Mart 55.5 (thsnds sq. ft.)
X 64.6 (trip rate) 1/
= 3600 vehicles per day

McDonalds 3.2 (thsnds sq. ft.)
X 553 (trip rate) 1/
= 1700 vehicles per day

TOTAL = 5300 or 2650 vehicles per day (in & out)

1/ Trip rates are as shown in the ITE Trip Generation Report dated 1976.

Trip Assignment

The above generated trips were assigned to a proposed design (see diagram I). These trips were added to the existing traffic to form a basis of total volume approaching the intersection. The major ingress for these shopping center trips is at an access approximately 460 feet west of the intersection. With the design as shown, the major egress for these trips would take place on East Lane from the shopping center and then north to Idaho Avenue via East Lane.

Signal Warrants

Based on total volume assignment at the intersection and using a 70% warrant guideline, the estimated ADT volumes would meet warrant 2, interruption of continuous traffic.

NOTED
F. B. KLABOE

Summary

Further development planned in the K-Mart Center would generate additional trips through the intersection. (Future 42,000 sq. ft. building areas) Speeds on Idaho Avenue are in the 40 MPH range. The nearest existing signal is approximately one mile west at 2nd and Idaho Avenue which is too distant to effectively create gaps for exiting or entering traffic at the shopping center. Therefore, considering the projected warrant requirements, possible conflicts with comparatively high speed through traffic on Idaho Avenue and few gaps in the existing traffic stream, it is recommended that a signal be installed at the subject intersection in conjunction with the proposed development of the shopping center. The cost of this signal to be borne by the developer.

L. E. George
Traffic Engineer

JH:cs

Attachment

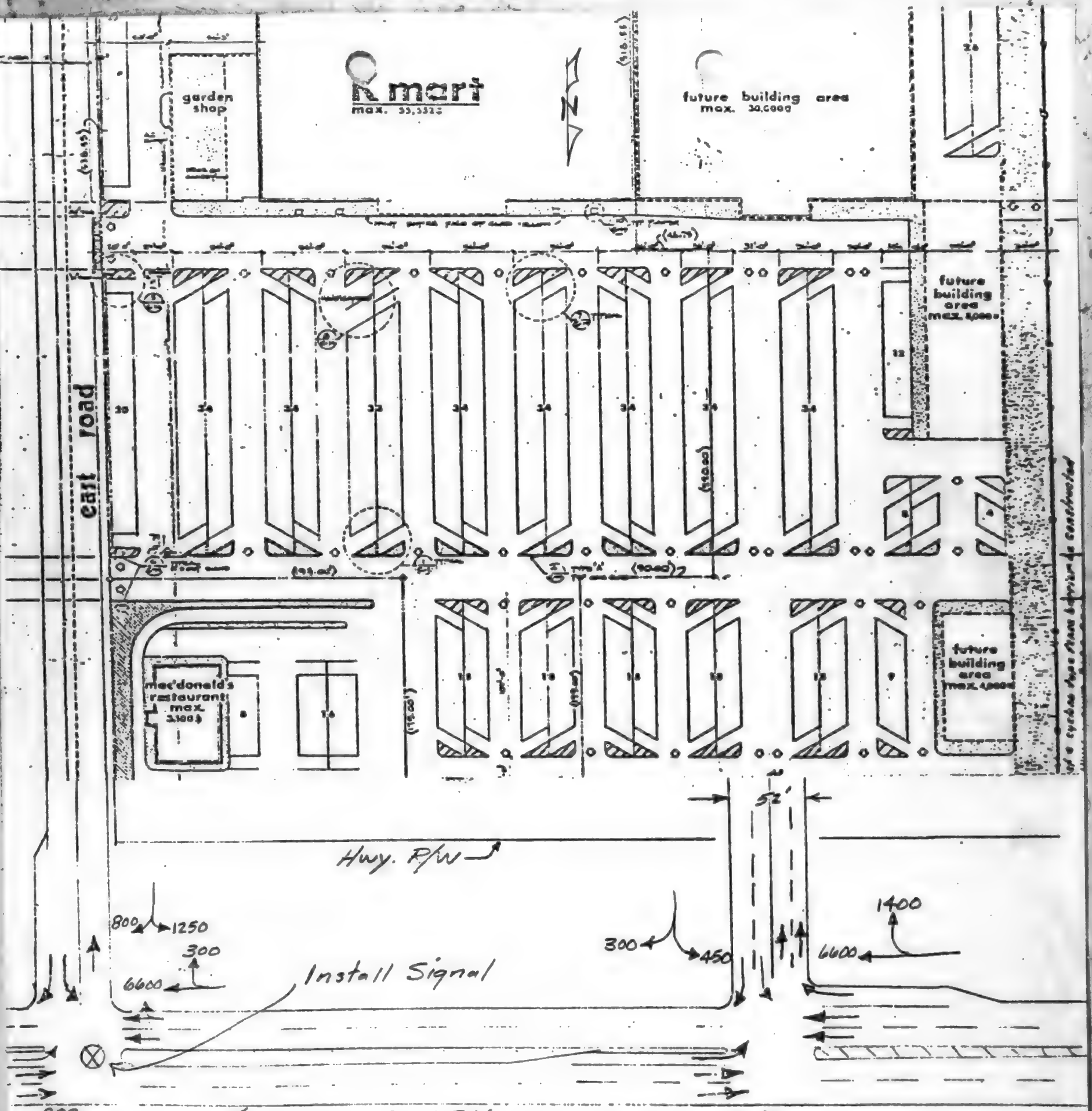
RECEIVED
DOT DIRECTOR

FEB 23 '79

REFER TO

FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |




PLAZA EAST - SITE DEVELOPMENT

Scale 1" = 100' (Approx.)

Feb, 1979

XXX = 1979 ADT
w/ K-Mart &
Ms Donalds

— DIAGRAM I —

8701

Date 2-20-79 PROJECT MANAGEMENT OFFICE MEMO

Subject Ontario (Olds Ferry-Ontario Hwy & East Road) Signal File No.

Received (call) (visit) from

Address

Made (call) (~~visit~~) to John Guilterian Phone 714-957-2651

Reason for contact and general discussion: I called, he called, I called unsuccessfully 2-16-79.
Says he responded to Hunters letter 2-12-79. Says he considers agreement fulfilled by their rejecting bids. Reoffers $45,000 and asks where we go from here. Told him to our attorneys and Region. He would call back if we couldn't find copy of his letter. Hunter subsequently asked for copy agreement to Sallis who also has our permit related letters and is drafting response for Hunter, Schwartz & my review

Signature A Kimes

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8921

the STRAND companies

February 12, 1979

RE ☐ RCE ☐ RME ☐ ROE ☐

RFA ☐ FEB 20 1979

RECEIVED
REGION 5 OFFICE
PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
CE ☐ FAE ☐ OPE ☐
FEB 22 1979
File: PM FA
LA LG CP

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Misc. Contracts and Agreements
No. 6449, Dated April 28, 1978
Our file: Ontario, Oregon 7501.C.2

Dear Mr. Hunter,

Mr. Guiltinan has referred to me for reply your letter of January 25, 1979. In the last paragraph of your letter, you asked for " . . . acknowledgment of receipt of plans, specifications, and estimates and an expression of your intention to comply with Agreement No. 6449. . . ." We do acknowledge receipt of the above referenced documents, but it is our position that we have already complied with Agreement No. 6449. That Agreement states in the last sentence of Paragraph 2 in the section entitled "THINGS TO BE DONE BY COMPANY": "If the low bid is more than 10 percent over the engineer's estimate, Company shall have the right to request State to reject all bids."

In the letter of September 20, 1977 to The Strand Architects from C. D. Hiatt, District Engineer, it was stated that: "A preliminary and conservative estimate for this traffic signal is $45,000." The bid for the work which you received was in the amount of $65,685.79. One hundred ten percent of the "Preliminary and conservative estimate" would be $49,500 (assuming the $4500. deposit previously made is not to be a part of the cost). You interpreted Mr. Guiltinan's letter of December 28, 1978 as a request to reject bids in accordance with the above quoted provisions of Agreement No. 6449. In the first paragraph of your letter of January 25, you acknowledged that you rejected bids pursuant to our request. As we read the Agreement, this constitutes compliance with Agreement No. 6449. The contract is performed as follows: The State puts the work out to bid, if the bid exceeds 10% of the estimate, we may request rejection, which we did. When the State accedes to that request, which it did, we interpret that as a

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
FEB 14 '79
REFER TO
FOR

cc
George - Is signal needed?
Edwards -
cy Jerry
Scott
Burnett

Wimer For your info. Please advise
cy-

P.O. Box 4926 • Aspen, Colorado 81611 • (303) 925-4898

strand



ruling that in the Highway Department's opinion the bid was too high and that the signal is not worth the cost. Hence, we feel that we have entirely complied with our contractual obligations.

However, we do feel that a traffic light could be of some value at the intersection and we are willing to contribute $45,000. to the State should it choose to construct one. Please note that our readiness to contribute this amount is based on the belief that it would be in our best interests to have a signal there at a reasonable cost - it is not based on Agreement No. 6449 - as it is our position that we have fully complied with all our obligations thereunder.

Very truly yours,

THE STRAND COMPANIES

Ivan Strand

cc: Mr. John F. Guiltinan - Diversified Associates
Mr. John I. Margraf - Mar-Mon Developers

b

8901

January 25, 1979

Mr. John F. Guiltinan, Jr.
General Partner
Diversified Associates
270 S. Bristol Street, Suite 201
Costa Mesa, California 92626

Dear Mr. Guiltinan:

Misc. Contracts and Agreements
No. 6449, Dated April 28, 1978

Based on your December 28, 1978 letter and our Agreement No. 6449, we rejected Hamilton Electric, Inc.'s December 14, 1978 bid for the proposed traffic signal on the Olds Ferry-Ontario Highway at East End Road in Ontario, Malheur County, Oregon.

You asked "...what steps would be necessary....to conduct a private bid and install the signal..." yourself. The agreement clearly states the "...State shall, at Company expense, perform all preliminary engineering, prepare the plans and contract documents, advertise for bids, award all contracts, and supervise installation of the traffic signal equipment..." We intend to comply with this provision and handle the letting of bids and supervision of the contract work.

Road Approach Permit No. 24143 authorizes Strand Diversified to construct a road approach at Olds Ferry-Ontario, Station 34+94. According to District Engineer C. D. Hiatt's September 20, 1977 letter to the Strand Architects, the issuance of that road approach permit was subject to the "...Install(ation of) a signal at East Road and the Highway..." His letter pointed out "...Signal warrants are met at this intersection because of the additional traffic attracted to the development..." Strand Architects under signature of John I. Margraf agreed to this requirement by January 4, 1978 letter. Copies of each are attached for your convenience. Miscellaneous Contracts and Agreements No. 6449 dated April 28, 1978 between STRAND/DIVERSIFIED, the City of Ontario and the State of Oregon, spelled out their respective obligations with respect to the proposed traffic installation.

We now plan to re-advertise the project for a March 29 bid opening and, in accordance with the agreement, I have enclosed the

current plans, specifications and estimates for your review. The current estimate, in summary form, is:

| | |
|---|---|
| Contract Bid Items | $55,337.50 |
| Anticipated Additional Items | 2,030.00 |
| Contingencies | 2,581.54 |
| Engineering | 5,736.75 |
| Total Estimated Contract Cost | $65,685.79 |

(Preliminary Engineering, for which your firm previously deposited $4,500, is not included in the above estimate.)

On February 15 we will begin printing plans and preparing advertisements for the March 29 bid opening. I would appreciate receiving by February 15, 1979 your acknowledgment of receipt of plans, specifications, and estimates and an expression of your intention to comply with Agreement No. 6449, which calls for a deposit immediately following the opening of bids on March 29, 1979.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Enc.

bc F. B. Klaboe
H. S. Coulter
Cecil Head
Jack Sollis
D. H. Moehring
J. H. Versteeg
L. E. George
W. E. Schwartz

GWW:pf/ESH:ja

RT - [illegible] South Cole Road
Boise, Idaho 83705
(208) [illegible] 562-5555

MR. C.D. HIATT, DISTRICT ENGINEER — JAN. 3, 1978
OREGON STATE HIGHWAY DIVISION,
807 EAST IDAHO AVENUE
ONTARIO, OREGON 97914.

RE: PLAZA EAST DEVELOPMENT ACCESS.
OLDS FERRY - ONTARIO HWY 455.

DEAR MR HIATT:

WE HAVE REVIEWED THE REQUIREMENTS FOR ACCESS AS SET FORTH IN YOUR LETTER OF SEPTEMBER 20, 1977, WITH THE DEVELOPERS OF THE PROJECT. STRAND/DIVERSIFIED. THEY HAVE AGREED WITH THESE CONDITIONS AND BY THEIR DIRECTION WE HAVE REVISED THE CONSTRUCTION DOCUMENTS.

WE ARE HEREIN FORWARDING ONE COPY OF SHEET C-1 SHOWING THE REQUESTED CHANGES, THIS COPY IS FOR YOUR FILE USE.

IF YOU HAVE ANY QUESTIONS REGARDING THE PLAN PLEASE CONTACT THIS OFFICE.

VERY TRULY YOURS
John L. Strand
STRAND ARCHITECTS.

EXCL.
CC: STRAND/DIVERSIFIED.

RECEIVED
JAN 04 1978
OFFICE OF D.E.
ONTARIO, OREGON
D.E. ☑ DMO ☐ S ☑

Section E. Idaho Ave. at East Ln. (Ontario) Programming Estimate $ 66,000 KBM

Highway Olds Ferry - Ontario (Ontario Spur) Project Length —

County Malheur Completion Time 220 cal. days

Kind of Work Paving and Traffic Signals

Prefix 23-8210 FA Project No. State

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | | 55,337 50 ~~$ 48,859 50~~ |
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Building Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| ✓ Permanent Pavement Striping | $650 | |
| ✓ Temporary Pavement Striping | $200 | |
| ✓ Remove Pavement Striping (Exist. & Temp.) | $300 | |
| Temporary Erosion Control | | |
| State Furnished | | |
| Install Water Meter | | $ 2,030 00 |
| Furnish Water | | |
| Laboratory Fees | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| ✓ Signal Controller Testing | $880 | |
| Bikeway Signs | | |
| Furnish Mail Box Posts | | |
| Adjust Utilities | | |
| | | |
| | | |
| | | |
| Misc. Permit Fees | | |
| | | |
| | | 57,367 50 |
| | | ~~$ 50,869 50~~ |
| Contingencies (4-1/2%) | 2,581 54 | ~~2,289 13~~ |
| Engineering ( 10%) | 5,736 75 | ~~5,086 95~~ |
| ~~SUBTOTAL~~ | | $ |
| Credit for | | |
| Estimated Net Authorization, Construction | | ~~$ 58,245 58~~ 65,685 79 |

APPROVED

J H Weesting
Road Design Engineer

NOTED
D. O. Christensen

OREGON STATE HIGHWAY DIVISION

~~SUMMARY BID SCHEDULE~~ -COST ESTIMATE

Sheet 1 of 1

Date Sept. 22, '78 ~~Jan. 22, '79~~

Section E. Idaho Ave. at East Ln. (Ontario) County Malheur

Kind Of Work Paving and Traffic Signals Length - Name Bricher

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | | | | | | |
| | | | | | | |
| | Temporary Protection and | | | | | |
| | Direction of Traffic | | All | All | | 1,425 |
| | Temporary Signs | | Sq. Ft. | 126 | 6 | 756 |
| | Temporary Barricades | | Each | 6 | 125 | 750 |
| | Flagmen | | Hour | (120) | ~~19~~ 22 | ~~2,280~~ 2,640 |
| | | | | | | |
| | ROADWORK | | | | | |
| | Earthwork | | All | All | | ~~2,000~~ 2,320 |
| | Aggregate Base | | Cu. Yd. | 40 | 15 | 600 |
| | Class "B" Asphalt Concrete | | Ton | 20 | 60 | 1,200 |
| | 18-inch Culvert Pipe | | Lin. Ft. | 110 | 25.75 | 2,832 |
| | ~~Extra for Pipe Under Pavement~~ | | ~~Lin. Ft.~~ | ~~53~~ | | |
| | Concrete Curbs | | Lin. Ft. | 158 | 10 | 1,580 |
| | Adjusting Manholes | | Each | 1 | 200 | 200 |
| | | | | | | |
| | | | | | | |
| | TRAFFIC SIGNALS | | | | | |
| | Traffic Signal Installation, Complete | | All | All | | ~~35,216~~ 41,034 |
| | | | | | | |
| | | | | | | |

**OREGON STATE HIGHWAY DIVISION**

802 East Idaho Avenue
Ontario, Oregon 97914
889-9115 889-9116

RECEIVED
REGIONAL OFFICE

September 20, 1977

The Strand Architects
172 South Cole Road
Boise, Idaho 83705

Attention: Douglas Tamura

Re: Plaza East Development Access
Olds Ferry-Ontario Hwy. 455

Your access requests for the Plaza East Development have been reviewed by the Oregon State Highway Division Traffic Section. Following are the required revisions to your proposed accesses:

Access at Station 33+16
This access is adjacent to the existing frontage road serving the Oregon State Highway District and PUC offices. Undesirable traffic conflicts would occur due to the close proximity of this proposed access with the existing frontage road and approach. This access is denied.

Access at Station 34+94
A permit will be issued at this access location for an approach width of 52 feet to provide traffic movements in all directions. This permit is contingent upon the following conditions:

1. Install a signal at East Road and the highway. With the signal at East Road, gaps in the through traffic movements on the highway will ease ingress and egress at this access location
2. Provide four lanes on the access road at the intersection with the highway.
3. Develop a left-turn storage lane in the highway median for east-to-south ingress traffic.

East Road Intersection
A traffic signal will be required at this intersection, with all costs of the installation to be borne by the developer. A preliminary and conservative estimate for this traffic signal is $45,000. The Highway Division would be receptive to designing and contracting this installation for the developer.

East Road Intersection (continued)
Signal warrants are met at this intersection because of the additional traffic attracted to the development. Also, the signal and improvement of East Road is expected to attract additional traffic through the intersection routing via East Road and S.E. 5th Avenue to the southeast area of Ontario.

The improvement of East Road to a 48 foot width will allow two lanes on the south approach to the highway. Two lanes are recommended to provide a lane each for the right-turn and left-turn movements.

A left-turn refuge on the highway as shown on the site plan, is required for the east-to-south movement.

Access at East Road Approximately 80 feet South of the Highway
Due to the close proximity of this access to the intersection of East Road and the highway, traffic conflicts will result. Traffic will store on East Road south of the highway creating a hazardous conflict for traffic attempting to make a left turn from the access toward the highway. Access is denied at this location from the highway right-of-way to East Road.

A reduced site plan is attached indicating all revisions.

If you have any questions or comments, please contact this office at your convenience.

Yours truly,

C. D. Hiatt
District Engineer

kjl

Attachments

cc: Region 5 Office w/attachment
Traffic Section "
City of Ontario "

State of Oregon
DEPARTMENT OF TRANSPORTATION
Highway Division

Form 81-734-3307

# APPLICATION AND PERMIT TO CONSTRUCT ROAD APPROACH

Road Approach Permit No. 21143

Name and Address of Applicant

Strand Diversified
1000 Quail Avenue
Suite 190
Newport Beach, CA 92660

Applicant hereby applies to the Administrator and State Highway Engineer for permission to construct an approach road connection to the south side of the Olds Ferry-Ontario Highway No. 455, Malheur County, at Mile Post Y28.07, Highway Engineers Station 34+94 as described herein.

**Special Provisions**

Map Reference 88-29-6

1. Current Rules and Regulations governing Road Approach Permits as adopted by the State of Oregon, Department of Transportation, Highway Division, are by this reference made a part of this permit. Copies of said Rules and Regulations may be obtained from the District Engineer.
2. The approach(es) shall be constructed in accordance with the Type 3 Road Approach Sketch attached hereto and by this reference made a part hereof.
3. The following additional drawings are attached hereto and by this reference made a part hereof ____
Type 3 Road Approach
4. Facility served by approach(es) Commercial
5. Construction of the approach(es) shall commence on or after April 1, 19 78, and will be completed on or before July 1, 19 78.
6. Applicant or his contractor shall notify the District Engineer at 802 East Idaho Avenue, Ontario. OR 97914, phone 889-9115 prior to commencing work and after completing construction of the approach(es) covered by this permit.

Recommended for approval: _____ District Engineer

_____ Regional Engineer
REGIONAL MAINTENANCE Engineer

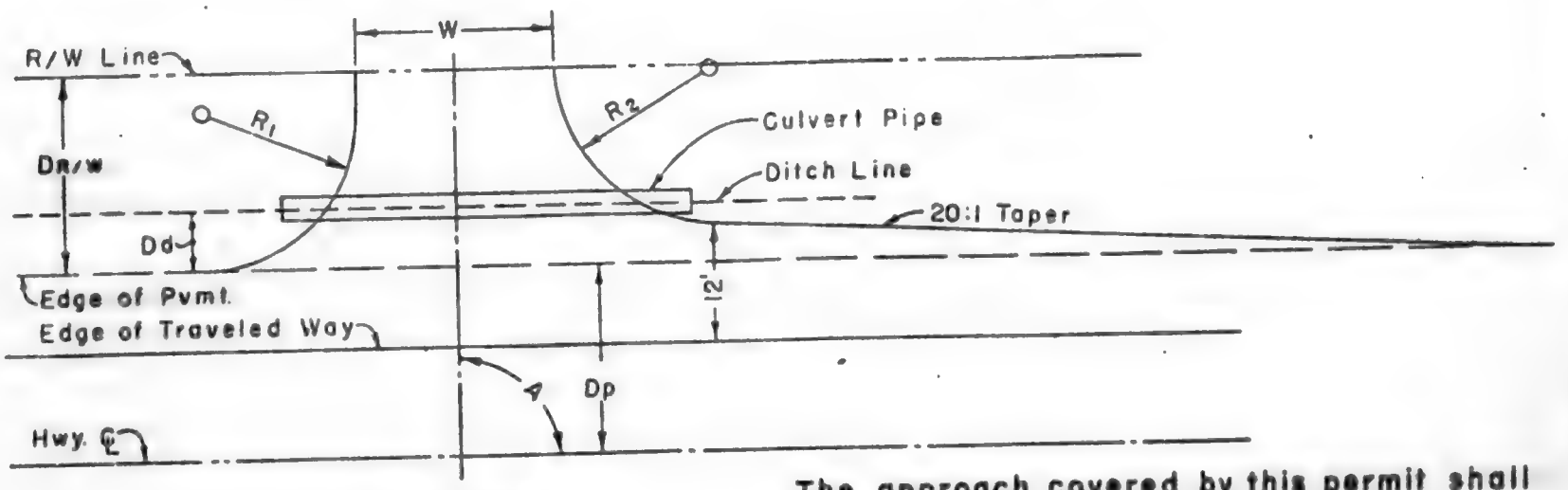
Applicant declares he is the owner or lessee of the real property abutting the above described highway and has the lawful authority to apply for this permit. This permit is issued subject to the terms and provisions contained herein and attached hereto; this permit is accepted and approved by the applicant subject to said terms and provisions.

Applicant _____

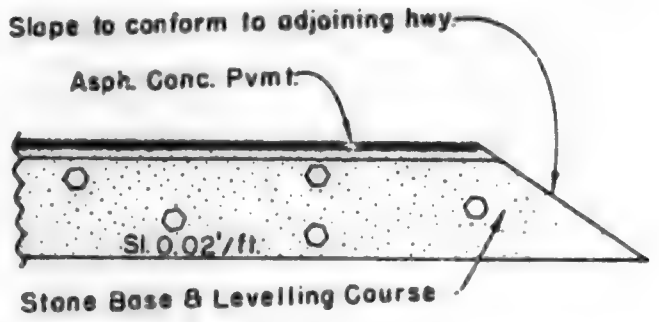
By _____

ADMINISTRATOR AND STATE HIGHWAY ENGINEER

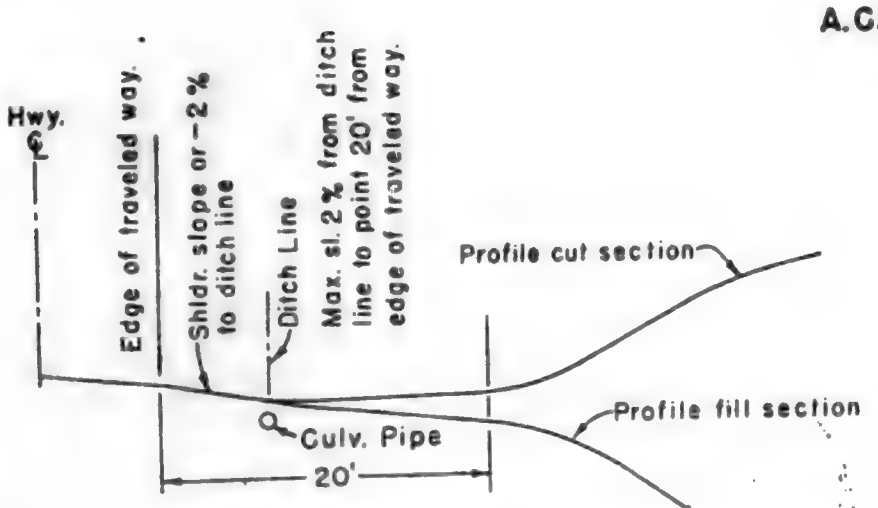
By _____




PLAN




APPROACH TYPICAL SECTION


Hwy. ℄
Edge of traveled way.
Shldr. slope or −2% to ditch line
Ditch Line
Max. sl. 2% from ditch line to point 20' from edge of traveled way.
Profile cut section
Profile fill section
Culv. Pipe
20'

PROFILE

FORM 81-734-3307D

**The approach covered by this permit shall be constructed in accordance with the following dimensions and specifications.**

W= 52 $R_1$= 20 $R_2$= 20 A= 90°

$D_p$= 22 $D_d$= 20 $D_{R/W}$= 118

Culvert Pipe ☒ Required ☐ Not Required

If required: Type CMP

Diameter 12 inches

Length 62 feet

Stone base: Size & Type Pit Run

Comp. Thkn. 12 inches

Stone levelling Course: Size & Type 3/4-0

Comp. Thkn. 3 inches

A.C. Pvmt.: Class B

Comp. Thkn. 2 inches

NOTE
All material and workmanship shall be in accordance with the current State of Oregon Standard Specification For Highway Construction.

OREGON STATE HIGHWAY DIVISON

## TYPE 3 ROAD APPROACH

PAVED

APPLICANT Strand Diversified
Newport Beach, CA 92660

HWY. Olds Ferry-Ontario NO. 455

SIDE OF HWY. south

MILE POST Y28.07 ENGRS. STA. 34+94

ROAD APPROACH PERMIT NO. 24143

8401

PROJECT DEVELOPMENT SUMMARY
Traffic Signal Installation
East Idaho Avenue at East Lane
Olds Ferry-Ontario Highway
Ontario (K-Mart)
Malheur County

NOTED
E. S. HUNTER

| | |
|---|---|
| August 18, 1977 | Letter from C. D. Hiatt, District Engineer, to R. D. Hector, Region Maintenance Engineer, transmitting road approach request to Region and requesting traffic analysis. |
| September 2, 1977 | Letter from R. D. Hector to L. E. George, Traffic Engineer, transmitting copy of development plan with request for traffic analysis. |
| September 15, 1977 | Letter from L. E. George to W. E. Schwartz, Region 5 Engineer, transmitting results of traffic analysis. Traffic analysis recommended installation of signal at East Lane. |
| September 20, 1977 | Letter from C. D. Hiatt to Strand Architects transmitting required revisions to access request. The access at Station 34+94 was approved contingent upon installing traffic signal at East Lane. An estimate of $45,000 was given for the traffic signal. |
| January 3, 1978 | Letter from Strand Architects to C. D. Hiatt transmitting revised development plans. |
| January 10, 1978 | Letter from R. D. Hector to L. E. George transmitting revised development plans with request that three party agreement be prepared. The developer was to pay total cost of project. |
| January 17, 1978 | Letter from L. E. George to D. H. Moehring, Project Engineering Manager, requesting a three party agreement be prepared. |
| January 20, 1978 | Authority for Survey prepared. |
| January 26, 1978 | Letter from G. W. Wimer, Local Government Manager, to L. E. George transmitting draft agreement for review. |
| January 27, 1978 | Letter from L. E. George to G. W. Wimer returning draft agreement with comments. |
| April 3, 1978 | Letter from Roger Lang, Region 5 Federal-Aid Specialist, to John I. Margraf, Partnership, requesting deposit for preliminary engineering. |

| | |
|---|---|
| April 6, 1978 | Letter from R. D. Hector to L. E. George transmitting signed copies of agreement and check for preliminary engineering. |
| April 28, 1978 | Agreement approved by Commission. |
| May 23, 1978 | Order to Render Service for preliminary engineering prepared. |
| August 29, 1978 | Letter from L. E. George to W. E. Schwartz transmitting preliminary plans for review and approval. |
| September 8, 1978 | Letter from Tom Hardy, City Manager, to W. E. Schwartz requesting design revision to mast arm poles. |
| September 13, 1978 | Letter from W. E. Schwartz to Tom Hardy explaining that mast arms would not be practical because of geometry of intersection. |
| December 14, 1978 | Bids received on project. Only one bid was received. It was 18 percent over estimate. |
| December 15 and 18, 1978 | Letter from L. E. George to E. S. Hunter, Assistant State Highway Engineer, recommending acceptance of bid based on revised estimate. |
| December 20, 1978 | Contractor informed that bid had been accepted providing developers deposit was received. |
| December 28, 1978 | Letter from John F. Guiltinan, Diversified Associates, to G. W. Wimer rejecting the bid. |
| January 4, 1979 | Contractor informed that bid had been rejected by Diversified Associates. |
| January 25, 1979 | Letter from E. S. Hunter to John F. Guiltinan explaining that project is being re-advertised for March 24. Current plan, specifications and estimates were included. |

8901

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

PROJECT COST SUMMARY
Date - Jan 18, 1979

Project: East Idaho Ave at East Lane (Ontario) Section
Highway: Old Ferry - Ontario (Ontario Spur)
County : Malheur
Prefix : 23-8210

Scheduled for Letting: March 29 1979
Type of Project : Others
Completion Time : 220 Calendar Days

BID SCHEDULE

| Item No. | Item | Quantity and Unit | Unit Price | Amount |
|---|---|---|---|---|
| 1. | Temporary Protection and Direction of Traffic for _____ | All Specified Lump Sum | | $ 1500 X |
| 2. | Temporary Signs for ____ _____ | _____ sq. ft. | $_____ | $_____ |
| 3. | Flagmen for _____ _____ | _____ hr. | $_____ | $_____ |
| 4. | Traffic Signal Installation, Complete for _____ _____ | All Specified Lump Sum | | $ 41035 ✓ |
| | | G-P-Curb → | | 6500 X |
| | | Estimated Contract Cost | | $ 49035 |

ANTICIPATED ADDITIONAL ITEMS

| | | |
|---|---|---|
| Striping & Stripe Removal | $ 500 | |
| Signing | $ | |
| Controller Testing | $ 880 - | |
| | | $ 1380 |
| Engineering and Contingencies | | $ 7310 |
| ESTIMATED PROJECT COST | | $ 57725 |

COMMENTS: Strand Diversified, Developer, To Pay 100% of Cost +

TRAFFIC SIGNAL INSTALLATION

Sht 1 of 2

E. Idaho Ave @ E. Lane

DATE 1-18-79

Ontario

Est. By JT

| Item Description | Qty | Unit | Material | | Labor | |
|---|---|---|---|---|---|---|
| | | | Unit Cost | Total | Unit Cost | Total |
| Strain Poles 30'-13"-7Ga | 4 | | 1200 | 4800 | 130 | 520 |
| Strain Pole Foundations | 4 | | 225 | 900 | 500 | 2000 |
| Meter Service | 1 | | 20 | 20 | 75 | 75 |
| Service Cabinet | 1 | | 125 | 125 | 150 | 150 |
| Terminal Cabinets | 4 | | 85 | 340 | 125 | 500 |
| Controller-3Ø Actuated-"M"Gb | 1 | | 5400 | 5400 | 300 | 300 |
| Delay Timer | 1 | | 65 | 65 | — | — |
| Detector Loops | 17 | | 15 | 255 | 45 | 765 |
| Loop Amplifiers | 7 | | 200 | 1400 | — | — |
| Vehicle Signals 12-12-12 | 4 | | 300 | 1200 | 110 | 440 |
| 12-8-8 | 2 | | 260 | 520 | 110 | 220 |
| Programmed 12-12-12 | 1 | | 750 | 750 | 110 | 110 |
| Pedestrian Signals 12" | 6 | | 275 | 1650 | 75 | 450 |
| Pedestrian P.B. w/sign | 6 | | 35 | 210 | 60 | 360 |
| Intersection Illuminated Signs | 3 | | 200 | 600 | 75 | 225 |
| Loop Feeder Cable | 1675 | | .62 | 1040 | 1.50 | 2513 |
| #14 THWN Wire | 760 | | .08 | 61 | .11 | 84 |
| #12 " " | 100 | | .12 | 12 | .14 | 14 |
| #8 " " | 50 | | .31 | 15 | .18 | 9 |
| #6 TW Wire | 1300 | | .17 | 225 | .20 | 260 |
| 3/8" Galv Messenger Cable | 285 | | .46 | 130 | .58 | 165 |
| 3/16 Galv Tether Wire | 285 | | .35 | 100 | .55 | 155 |
| Control Cable 4/c #14 | 320 | | .25 | 80 | .30 | 96 |
| 10/c #14 | 280 | | .39 | 110 | .30 | 84 |
| 2/c #12 | 100 | | .23 | 23 | .30 | 30 |
| Conduit 1" | 650 | | .59 | 385 | 1.25 | 813 |

TRAFFIC SIGNAL INSTALLATION

Sht 2 of 2

E. Idaho Ave at E. Lane

DATE 1-18-79

Ontario

Est. By JJT

| Item Description | Qty | Unit | Material | | Labor | |
|---|---|---|---|---|---|---|
| | | | Unit Cost | Total | Unit Cost | Total |
| Conduit 1½" | 10 | | .92 | 9 | 1.88 | 19 |
| Trenching | 600 | | | | 2.00 | 1200 |
| | | | | | | |
| Total | | | | 20425 | | 11557 |
| | | | 15% | 3063 | 20% | 2311 |
| | | | | 23488 | | 13868 |
| | | | | | 8½% | 1179 |
| | | | | | | 15047 |
| | Travel & Sub | | | | | 2500 |
| | | | | | | |
| | | | | $41035 | | |

8901

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: E. S. Hunter
Technical Services Engineer

DATE: December 18, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Review of Bid Proposals
East Idaho Avenue at East Lane (Ontario)
Olds Ferry-Ontario Highway (Ontario Spur)
Malheur County

NOTED
E. S. HUNTER

Only one bid was received on this project, which includes traffic signals and a small amount of grading and paving. The bid for the traffic signal was $42,973 which exceeds the engineers estimate of $35,216 by $7,757 (18%).

We have reviewed our estimate and found that the labor and material costs did not include recent rate increases.

Also, no consideration was included for additional travel and subsistance, which is required for projects in this part of the State.

Adjusting the original estimate for the signal to include the above items gives a revised estimated cost of $41,034 which is within 5% of the bid.

The addition of roadwork and temporary protection and direction of traffic at $14,303.04 gives a combined revised total of $55,337.04. This is within 3% of the bid.

Based on the revised estimate, we recommend the bid be accepted.

L. E. George
Traffic Engineer Supervisor

JII:cs

cc: G. W. Wimer

RECEIVED
TECHNICAL SERVICES
DEC 18'78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8901

9

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: E. S. Hunter
Technical Services Engineer

DATE: December 15, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Review of Bid Proposals
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Olds-Ferry-Ontario Highway (Ontario Spur)
Malheur County

NOTED
E. S. HUNTER

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Also, no consideration was included for additional travel and subsistance, which is required for projects in this part of the State.

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Based on the revised estimate, we recommend the bid be accepted.

L. E. George
Traffic Engineer Supervisor

JII:mac
cc: G. W. Wimer

RECEIVED
TECHNICAL SERVICES
DEC 18 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8901

December 15, 1978

Strand-Diversified
1000 Quail Street, Suite 190
Newport Beach, California 92660

Attn: John S. Guiltinan, Jr.
General Partner

Gentlemen:

This letter is in regard to your telephonic conversation with Roger Lang, Federal Aid Specialist in LaGrande. As you requested, we are enclosing the Plans and Specifications for paving and traffic signals on the East Idaho Avenue at East Lane (Ontario) Section of the Olds Ferry-Ontario Highway in Malheur County. Mr. Lang said you mentioned negotiating a contract for this signal. I would refer you to Page 2, Paragraph 3, under THINGS TO DO BY STATE, which reads, "The work may be accomplished by the use of State forces, by contract, or by a combination of those methods, as State shall elect."

If you have any further questions, please feel free to contact this office or Roger Lang at our LaGrande office.

Very truly yours,

Gerald W. Wimer
Local Government Manager

FH:dmc
cc: Roger Lang

8901

December 15, 1978

Strand-Diversified
1000 Quail St.
Suite 190
Newport Beach, Calif. 92660

Attn: John S. Guiltinan
General Partner

Gentlemen:

On December 14, 1978, the only bidder for the installation of traffic signals on the Olds Ferry Hwy. @ East Road in Malheur County was Hamilton Electric, Inc., 234 West Fifth Ave., Eugene, Oregon 97401 which bid is approximately 17% greater than our estimate. Since this is above the 10% limit it will be your responsibility to either accept or reject the project. If your company does decide to proceed with the project the following advance deposit is required from your company.

| | |
|---|---|
| Bid Items | $57,276.04 |
| Permanent Pavement Striping | 650.00 |
| Temporary Pavement Striping | 200.00 |
| Remove Pavement Striping (Exist. & Temp.) | 300.00 |
| Signal Controller Testing | 880.00 |
| 4½% Contingencies | 2,668.77 |
| (10%) Engineering | 5,930.60 |
| P.E. Costs | 3,500.00 |
| Company's Advance Deposit | 4,500.00 |
| ESTIMATED TOTAL COST | $66,905.41 |
| | |
| Rounded Advance Deposit: | $66,900.00 |

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than January 14, 1979, otherwise we will consider your noncompliance as a rejection, and steps will be taken accordingly.

Please make your check for $66,900.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald W. Wimer
Local Government Manager

FH:dmc
cc: City of Ontario, City Hall
Ontario, Oregon 97914
Attn: Ron Blankenship
City Recorder

bc w/AD#565: Region 5 Federal Aid SPecialist
Vern Skoog-Please return completed AD#565 when check is received.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | ** JOB TOTALS ** | | | | ** |
| IDAHO POWER CO CONST MED | CONT NO | | FA PROJ NOS | | | | | |
| | 023 | 8209 | 199 | 00 | | | | |
| | | | ** JOB TOTALS ** | | | | | ** |
| PLAZA E DEVELOPMENT | CONT NO | | FA PROJ NOS | | | | | |
| | 023 | 8210 | 900 | 00 | | | 9 06 | |
| | 023 | 8210 | 901 | 00 | | | 25 14 | |

AL TO DATE JOB COST SUMMARY

| CRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | | GR | CURRENT MONTH | |
|---|---|---|---|---|---|---|---|
| | 023 | 8210 | 905 | 00 | | | |
| | 023 | 8210 | 910 | 00 | | | |
| | 023 | 8210 | 911 | 00 | | | |
| | 023 | 8210 | 914 | 00 | | | |
| | 023 | 8210 | 921 | 00 | | 195 60 | |
| | 023 | 8210 | 922 | 00 | | | |
| | | | ** JOB TOTALS ** | | | 229 80 | ** |
| ONTARIO-CHAN SIG MD! | CONT NO | | FA PROJ NOS | | | | |
| 1968 | 023 | 8212 | 900 | 00 | | 137 97 | |
| | | | ** JOB TOTALS ** | | | 137 97 | ** |
| BLM TEST HOLES | CONT NO | | FA PROJ NOS | | | | |
| | 023 | 8213 | 199 | 00 | | 172 50 | |
| | | | ** JOB TOTALS ** | | | 172 50 | ** |
| BERG & SON HOUSEMOVERS | CONT NO | | FA PROJ NOS | | | | |
| | 024 | 8201 | 000 | 00 | | | |
| | 024 | 8201 | 199 | 00 | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | ** JOB TOTALS ** | | | | ** | 184 80CR | ** | |
| CONT N | | FA PROJ NOS | | | | | | | | |
| 02 | 8209 | 199 | 00 | | | | | | | 391 33 |
| | | ** JOB TOTALS ** | | | | | ** | | ** | 391 33 |
| CONT N | | FA PROJ NOS | | | | | | | | |
| 02 | 8210 | 900 | 00 | | 9 06 | | | 22 56 | | 22 56 |
| 02 | 8210 | 901 | 00 | | 25 14 | | | 464 02 | | 466 49 |



| T | PREFIX | FUNCTION | GR | CURRENT MONTH | | FISCAL YEAR TO DATE | | GRAND TOTAL TO DATE |
|---|---|---|---|---|---|---|---|---|
| 023 | 8210 | 905 | 00 | | | 1,281 00 | | 1,281 00 |
| 023 | 8210 | 910 | 00 | | | 34 24 | | 34 24 |
| 023 | 8210 | 911 | 00 | | | 1,040 10 | | 1,040 10 |
| 023 | 8210 | 914 | 00 | | | 3 00 | | 3 00 |
| 023 | 8210 | 921 | 00 | 195 60 | | 195 60 | | 195 60 |
| 023 | 8210 | 922 | 00 | | | 4 28 | | 4 28 |
| | | ** JOB TOTALS ** | | 229 80 | ** | 3,044 86 | ** | 3,047 46 |
| CONT NO | | FA PROJ NOS | | | | | | |
| 023 | 8212 | 900 | 00 | 137 97 | | 137 97 | | 137 97 |
| | | ** JOB TOTALS ** | | 137 97 | ** | 137 97 | ** | 137 97 |
| CONT NO | | FA PROJ NOS | | | | | | |
| 023 | 8213 | 199 | 00 | 172 50 | | 172 50 | | 172 50 |
| | | ** JOB TOTALS ** | | 172 50 | ** | 172 50 | ** | 172 50 |
| CONT NO | 8 | FA PROJ NOS | | | | | | 00 |
| 024 | 8201 | 000 | 00 | | | | | 50 61C |
| 024 | 8201 | 199 | 00 | | | | | 50 61 |

5101 E. Idaho Ave. at East Ln.

Section (Ontario) Programming Estimate $ 66,000 VBm

Highway Olds Ferry - Ontario (Ontario Spur) Project Length —

County Malheur 1-22-78 Completion Time 220 cal. days

Kind of Work Paving and Traffic Signals

Prefix 23-8210 FA Project No. State

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | | 55,337 50<br>~~$ 48,859 50~~ |
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Building Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| ✓ Permanent Pavement Striping | $650 | |
| ✓ Temporary Pavement Striping | $200 | |
| ✓ Remove Pavement Striping (Exist. & Temp.) | $300 | |
| Temporary Erosion Control | | |
| State Furnished _____ | | |
| Install Water Meter | | $ 2,030 00 |
| Furnish Water | | |
| Laboratory Fees | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| ✓ Signal Controller Testing | $880 | |
| Bikeway Signs | | |
| Furnish Mail Box Posts | | |
| Adjust Utilities _____ | | |
| _____ | | |
| _____ | | |
| _____ | | |
| Misc. Permit Fees _____ | | |
| _____ | | |
| | | 57,367 50<br>~~$ 50,869 50~~ |
| Contingencies (4-1/2%) | 2,581 54 | ~~2,289 13~~ |
| Engineering ( 10 %) | 5,736 75 | ~~5,086 95~~ |
| ~~SUBTOTAL~~ | | $ |
| Credit for _____ | | |
| Estimated Net Authorization, Construction | | ~~$ 58,245 58~~<br>65,685 79 |

APPROVED

J H Weeting
Road Design Engineer

NOTED
D. O. Christensen

OREGON STATE HIGHWAY DIVISION

~~SUMMARY BID SCHEDULE~~ -COST ESTIMATE

Sheet 1 of 1

Date ~~Sept. 22, '78~~ Jan. 22, '79

Section E. Idaho Ave. at East Ln. (Ontario) County Malheur

Kind Of Work Paving and Traffic Signals Length - Name Bricher

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Temporary Protection and Direction of Traffic | | All | All | | 1,425 |
| | Temporary Signs | | Sq. Ft. | 126 | 6⁻ | 756 |
| | Temporary Barricades | | Each | 6 | 125⁻ | 750 |
| | Flagmen | | Hour | (120) | ~~19⁻~~ 22⁻ | ~~2,280~~ 2,640 |
| | ROADWORK | | | | | |
| | Earthwork | | All | All | | ~~2,000~~ 2,320 |
| | Aggregate Base | | Cu. Yd. | 40 | 15⁻ | 600 |
| | Class "B" Asphalt Concrete | | Ton | 20 | 60⁻ | 1,200 |
| | 18-inch Culvert Pipe | | Lin. Ft. | 110 | 25⁷⁵ | 2,832 |
| | ~~Extra for Pipe Under Pavement~~ | | ~~Lin. Ft.~~ | ~~53~~ | | |
| | Concrete Curbs | | Lin. Ft. | 158 | 10⁻ | 1,580 |
| | Adjusting Manholes | | Each | 1 | 200⁻ | 200 |
| | | | | | | sub 8732 |
| | TRAFFIC SIGNALS | | | | | |
| | Traffic Signal Installation, Complete | | All | All | | ~~35,216~~ 41,034 |

891 Idaho Ave. at East Ln.

Section (Ontario) Programming Estimate $ 55,000 Rm

Highway Olds Ferry - Ontario (Ontario Spur) Project Length —

County Malheur Completion Time 220 cal. days

Kind of Work Paving and Traffic Signals

Prefix 23 - 8210 FA Project No. State

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | | $ 48,839 50 |
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Building Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| ✓ Permanent Pavement Striping | $650 | |
| ✓ Temporary Pavement Striping | $200 | |
| ✓ Remove Pavement Striping (Exist. & Temp.) | $300 | |
| Temporary Erosion Control | | |
| State Furnished _____ | | |
| Install Water Meter | | |
| Furnish Water | | |
| Laboratory Fees | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| ✓ Signal Controller Testing | $880 | |
| Bikeway Signs | | |
| Furnish Mail Box Posts | | |
| Adjust Utilities _____ | | |
| _____ | | |
| _____ | | |
| _____ | | |
| Misc. Permit Fees _____ | | |
| _____ | | $ 2,030 00 |
| | | $ 50,869 50 |
| Contingencies (4-1/2%) | | 2,289 13 |
| Engineering ( 10 %) | | 5,086 95 |
| ~~SUBTOTAL~~ | | $ |
| Credit for _____ | | |
| Estimated Net Authorization, Construction | | $ 58,245 58 |

APPROVED

J H Leeuing
Road Design Engineer

NOTED
D. O. Christensen

(5)

Notified Lang - 12-11-78 8:45 AM
Copy Sent 12-11-78 H

OREGON STATE HIGHWAY DIVISION — Sheet 1 of 1

~~SUMMARY — BID SCHEDULE~~ — COST ESTIMATE — Date Sept. 22, '78

Section E. Idaho Ave. at East Ln. (Ontario) — County Malheur

Kind Of Work Paving and Traffic Signals — Length — — Name Bricher

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | | | | | | |
| | | | | | | |
| | Temporary Protection and | | | | | |
| | Direction of Traffic | | All | All | | 1,425 ° |
| | Temporary Signs | | Sq. Ft. | 126 | 6 ⁻ | 756 ° |
| | Temporary Barricades | | Each | 6 | 125 ⁻ | 750 ° |
| | Flagmen | | Hour | (120) | 19 ⁻ | 2,280 ° |
| | | | | | (11%) | SUBT 5,211 ° |
| | ROADWORK | | | | | |
| | Earthwork | | All | All | | 2,000 ° |
| | Aggregate Base | | Cu. Yd. | 40 | 15 ⁻ | 600 ° |
| | Class "B" Asphalt Concrete | | Ton | 20 | 60 ⁻ | 1,200 ° |
| | 18-inch Culvert Pipe | | Lin. Ft. | 110 | 25 ⁷⁵ | 2,832 ° |
| | ~~Extra for Pipe Under Pavement~~ | | ~~Lin. Ft.~~ | ~~53~~ | | |
| | Concrete Curbs | | Lin. Ft. | 158 | 10 ⁻ | 1,580 |
| | Adjusting Manholes | | Each | 1 | 200 ⁻ | 200 |
| | | | | | (17%) | SUBT 8,412 ° |
| | | | | | | |
| | TRAFFIC SIGNALS | | | | | |
| | Traffic Signal Installation, Complete | | All | All | | 35,216 |
| | | | | | T | 48,839 ° |
| | | | | | | |
| | | | | | | |

8901

May 8, 1978

City of Ontario
City Hall
Ontario, OR 97914

MISC. CONTRACTS AND AGREEMENTS No. 6449

Attention: Ron Blankenship
City Recorder

Strand-Diversified
Route 3, South Cole Road
Boise, Idaho 83705

Gentlemen:

Attached for your records is a fully executed copy of an agreement between the City of Ontario, Strand-Diversified, and the Highway Division for installation of a traffic signal on the Olds Ferry-Ontario Highway at East Road in Malheur County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

flm

Att.

cc Don Harwell (conf. agree. att.)

9901

M 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
May 3, 1978

FROM: Donald L. Trout
Office Engineer

TO: Neil Flanagan
Property Manager

SUBJECT: File No. 19065
Snake River Bridge
Olds Ferry-Ontario Highway
Malheur County

Here is correspondence on the subject file. The property lies south of the highway, west of the Snake River Bridge in Ontario. The sale of the property just west of this parcel required that a signal be installed at East Road which will create gaps for this property's approach.

It is recommended the property be sold with one access, a sign and junkyard clause, and a noise and air pollution clause. This was approved by Mr. E. S. Hunter on May 5, 1978.

DLT:ab
cc: W. E. Schwartz

5-12-16
should have no clearance

8701

M 81.734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 4, 1978

FILE:

FROM: J. H. Versteeg
Engineering

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: File No. 19065
Snake River Bridge
Olds Ferry-Ontario Highway
Malheur County

Here is correspondence on the subject file. The property lies south of the highway, west of the Snake River bridge in Ontario. The sale of the property just west of this parcel required that a signal be installed at East Road which will create gaps for this property's approach.

Region recommends sale with one access and a sign and junkyard clause. Preliminary Design concurs and adds a noise and air pollution clause. Traffic, Landscape, Parks, Maintenance, Location and Construction concur.

It is recommended the property be sold as outlined above.

DNS:ab

RECEIVED
TECHNICAL SERVICES
MAY 5 '78
REFER TO
FOR
Info | Inves | R/D | U.R | Util | St | Fin

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 10, 1978

FROM: J. H. Versteeg
Engineering

SUBJECT: R/W File No. 19063
Snake River Bridge
Olds Ferry-Ontario Highway
Malheur County

TO: E. S. Hunter
Technical Services Engineer

Here is correspondence on the subject file. The property lies east of the Idaho Avenue Interchange in Ontario.

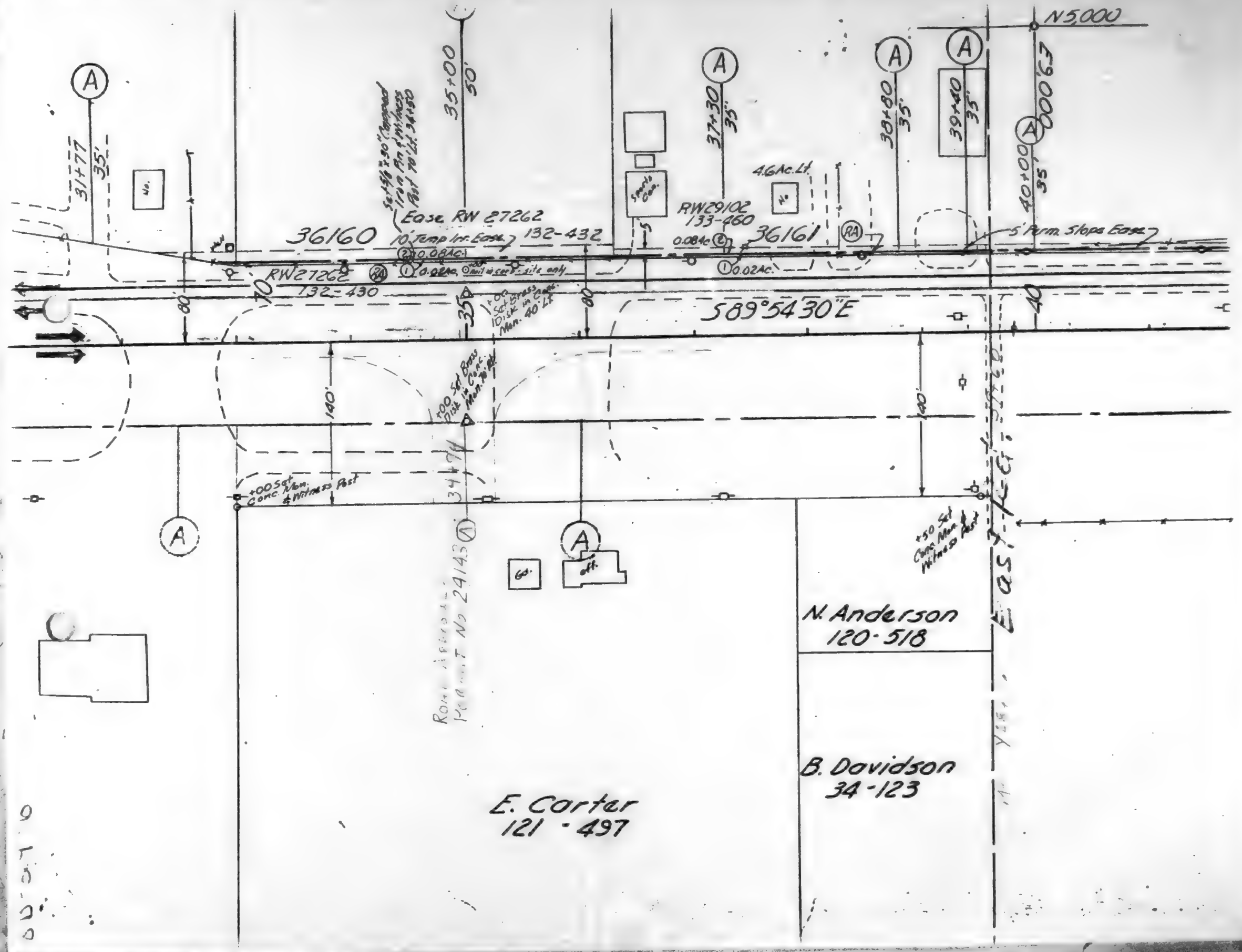
Region recommends sale with one access allowed and a sign and junkyard clause. Preliminary Design concurs and adds a noise and air pollution clause. Traffic, Landscape, Parks, Maintenance, Location and Construction concur.

It is recommended the property be sold as outlined above.

Val
Permit for access will require that developer install a signal at east road and provide a 4 lane approach at 34+90. Signal will create gaps. There are presently 5 lanes on the hwy!
Looks O.K. —

Dick

ESH
4-17-78


N5,000
35+00
37+30
38+80
39+40
40+00
3+77
Ease RW 27262
10' Temp Int. Ease.
132-432
RW27262
132-430
RW29102
133-460
36160
36161
4.6Ac. Lt.
0.08Ac.
0.02Ac.
5' Perm. Slope Ease.
S89°54'30"E
140'
+00 Set Brass Disk in Conc. Mon. 70' Rt.
+00 Set Conc. Mon. & Witness Post
+50 Set Conc. Mon. & Witness Post
Road Approach Permit No 29143
N. Anderson
120-518
B. Davidson
34-123
E. Carter
121-497

S. Davidson
34-123

N. Anderson
120-518

30' E

Davidson
14-156

East Rd

40

76

40

70'

80'

45'

80'

38+80
35'

39+40
35'

40+00
35'

000'63

N5000

5' Perm. Slope Ease.

EB 42+12.18 P.S.

Set 5/8" x 30" Capped Iron Pin & Witness Post

5' Const. EB 42+71.75 P.S.

0.044 Ac.

43+00
35'

+00

Deed Inst. #65611 (RA) 48451

Deed PN 27263 132-368

(1) 0.23 Ac

36162

19.72 Rec'd Lt.

45+42
35'

Const. EB 45+71.75 P.S.C

EB 46+12.18 P.S.C

Set 5/8" x 30" Capped I.P. & P.

+40
+10'

EB 46+62.18 P.C.

48451
(See Option)
6" Irr. Pipe

Const. EB 47+20.67 P.C.S.

Const. Permit Irrig. Facility

0.294 Ac.

25'
25'

+10'
+00

EB 46+37.80 P.I.
Const. EB 46+46.76 P.I.
N4732.86
E9636.52

10' (RA) 36163

RW 27187

132-367

Set 5/8" x 30" Capped Iron Pin & Witness Post 20 Rt. ±

100'

400 Sp.
S-4°00'
0=0.5

0=0.5

NOTED
ROBERT R. ROUNDS
MAY 18 1978

5/18/78 -
Please describe
this area outlined
in red for
disposal

1965

Approved
89-439

3901

FORM 81.734.3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

April 6, 1978

Planning Projects
FILE:

FROM: R. D. Hector
Region Construction Engineer

SUBJECT: Plaza East Development

TO: L. E. George
Traffic Engineer

S A L E M

Attached are four copies of a three-party agreement for Plaza East at Ontario. The agreement has been signed by the developer, the City and the Region Engineer.

Also attached is a check from the developer in the sum of $4,500.

A copy of the previously submitted survey order is attached for your information.

The order may now be approved.

RDH/dlm
Attachments

cc: Dale Hiatt

NOTED
L.E. GEORGE

CK & agreements delivered to G. Zehner 4-13-78 WJ.

AD 410 & CK #162 To Acctng. 4-13-78

RECEIVED
APR 7 1978
TRAFFIC ENGINEERING

8901

State of Oregon
DEPARTMENT OF TRANSPORTATION
Highway Division
Form 81-734-3307

# APPLICATION AND PERMIT TO CONSTRUCT ROAD APPROACH

4-4-78

Road Approach Permit No.
24143

Name and Address of Applicant

Strand Diversified
1000 Quail Avenue
Suite 190
Newport Beach, CA 92660

Applicant hereby applies to the Administrator and State Highway Engineer for permission to construct an approach road connection to the south side of the Olds Ferry-Ontario Highway No. 455, Malheur County, at Mile Post Y28.07, Highway Engineers Station 34+94 as described herein.

**Special Provisions**

Map Reference 8B-29-6

1. Current Rules and Regulations governing Road Approach Permits as adopted by the State of Oregon, Department of Transportation, Highway Division, are by this reference made a part of this permit. Copies of said Rules and Regulations may be obtained from the District Engineer.
2. The approach(es) shall be constructed in accordance with the Type 3 Road Approach Sketch attached hereto and by this reference made a part hereof.
3. The following additional drawings are attached hereto and by this reference made a part hereof Type 3 Road Approach
4. Facility served by approach(es) Commercial
5. Construction of the approach(es) shall commence on or after April 1, 19 78., and will be completed on or before July 1, 19 78.
6. Applicant or his contractor shall notify the District Engineer at 802 East Idaho Avenue, Ontario. OR 97914, phone 889-9115 prior to commencing work and after completing construction of the approach(es) covered by this permit.

Recommended for approval: C D Wright
District Engineer

William Lurkins
Regional Engineer
REGIONAL MAINTENANCE ENGINEER

Applicant declares he is the owner or lessee of the real property abutting the above described highway and has the lawful authority to apply for this permit. This permit is issued subject to the terms and provisions contained herein and attached hereto; this permit is accepted and approved by the applicant subject to said terms and provisions.

Applicant

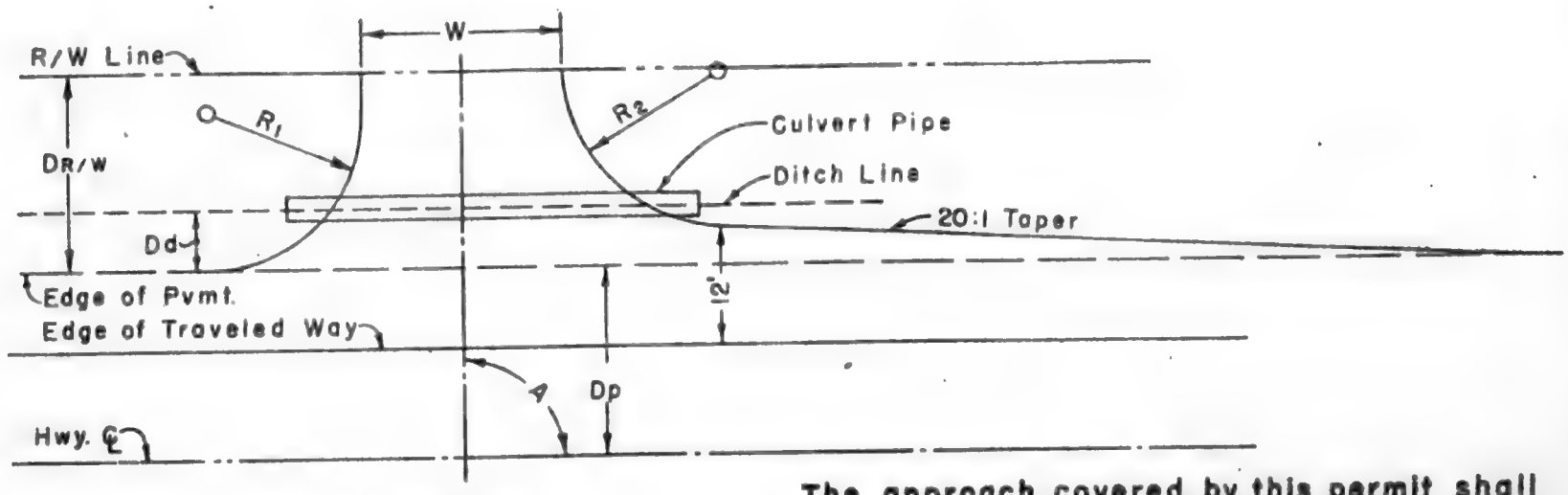
By Douglas W Timmons

Date of Application Dec 19, 1977

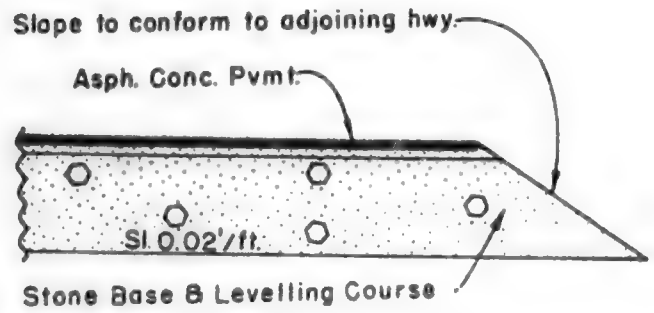
ADMINISTRATOR AND STATE HIGHWAY ENGINEER

By J L Valentine Utility Permit Engineer

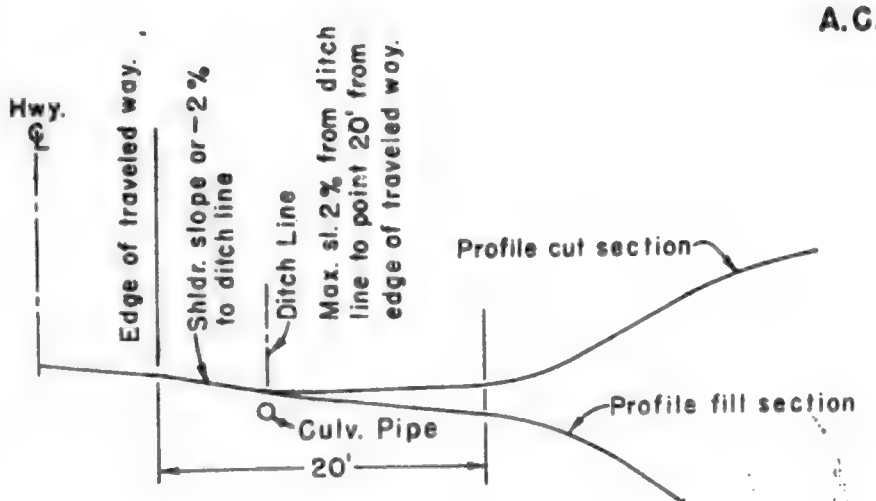
Effective Date 4-4-78




PLAN




APPROACH TYPICAL SECTION


Hwy. ℄
Edge of traveled way.
Shldr. slope or −2% to ditch line
Ditch Line
Max. sl. 2% from ditch line to point 20' from edge of traveled way.
Profile cut section
Profile fill section
Culv. Pipe
20'

PROFILE

**The approach covered by this permit shall be constructed in accordance with the following dimensions and specifications.**

W= 52 $R_1$= 20 $R_2$= 20 A= 90°

$D_p$= 22 $D_d$= 20 $D_{R/W}$ 118

Culvert Pipe ☒ Required ☐ Not Required

If required: Type CMP

Diameter 12 inches

Length 62 feet

Stone base: Size & Type Pit Run

Comp. Thkn. 12 inches

Stone levelling Course: Size & Type 3/4-0

Comp. Thkn. 3 inches

A.C. Pvmt.: Class B

Comp. Thkn. 2 inches

NOTE
All material and workmanship shall be in accordance with the current State of Oregon Standard Specification For Highway Construction.

OREGON STATE HIGHWAY DIVISON

## TYPE 3 ROAD APPROACH

PAVED

APPLICANT Strand Diversified
Newport Beach, CA 92660

HWY. Olds Ferry-Ontario NO. 455

SIDE OF HWY. south

MILE POST Y28.07 ENGRS. STA. 34+94

ROAD APPROACH PERMIT NO. 24143

FORM 81-734-3307D

8701

STATE OF OREGON

INTEROFFICE MEMO

TO: G. W. Wimer
Local Government Manager

DATE: January 27, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Traffic Signal Agreement
Ontario Spur @ East Road
Olds Ferry-Ontario Hwy. No. 455
City of Ontario & Strand/Diversified

Subject draft has been reviewed and appears to contain all necessary provisions.

In checking some past records, it has been determined that an amount of $4,000-$4,500 is a much more realistic figure for preliminary engineering and I believe that it would be wise and prudent to use a figure in this range.

Please proceed with negotiations.

L. E. George
Traffic Engineer Supervisor

BET:rw

PROJECT MANAGEMENT

| | | |
|---|---|---|
| PME ☑ | CCE ☐ | OM ☐ |
| LGE ☑ | FAE ☐ | OPE ☐ |

FEB 1 1978

TAA Holmes File: PM LG FA OP

81-125-1387

8101


**OREGON STATE HIGHWAY DIVISION**

802 East Idaho Avenue
Ontario, Oregon 97914
889-9115 889-9116



RBE RBE RBE RBE RBE RBE
SEP 22 1977
RECEIVED
REGIONAL OFFICE


September 20, 1977

The Strand Architects
172 South Cole Road
Boise, Idaho 83705

Attention: Douglas Tamura

Re: Plaza East Development Access
Olds Ferry-Ontario Hwy. 455

Your access requests for the Plaza East Development have been reviewed by the Oregon State Highway Division Traffic Section. Following are the required revisions to your proposed accesses:

Access at Station 33+16
This access is adjacent to the existing frontage road serving the Oregon State Highway District and PUC offices. Undesirable traffic conflicts would occur due to the close proximity of this proposed access with the existing frontage road and approach. This access is denied.

Access at Station 34+94
A permit will be issued at this access location for an approach width of 52 feet, to provide traffic movements in all directions. This permit is contingent upon the following conditions:

1. Install a signal at East Road and the highway. With the signal at East Road, gaps in the through traffic movements on the highway will ease ingress and egress at this access location
2. Provide four lanes on the access road at the intersection with the highway.
3. Develop a left-turn storage lane in the highway median for east-to-south ingress traffic.

East Road Intersection
A traffic signal will be required at this intersection, with all costs of the installation to be borne by the developer. A preliminary and conservative estimate for this traffic signal is $45,000. The Highway Division would be receptive to designing and contracting this installation for the developer.

East Road Intersection (continued)
Signal warrants are met at this intersection because of the additional traffic attracted to the development. Also, the signal and improvement of East Road is expected to attract additional traffic through the intersection routing via East Road and S.E. 5th Avenue to the southeast area of Ontario.

The improvement of East Road to a 48 foot width will allow two lanes on the south approach to the highway. Two lanes are recommended to provide a lane each for the right-turn and left-turn movements.

A left-turn refuge on the highway as shown on the site plan, is required for the east-to-south movement.

Access at East Road Approximately 80 feet South of the Highway
Due to the close proximity of this access to the intersection of East Road and the highway, traffic conflicts will result. Traffic will store on East Road south of the highway creating a hazardous conflict for traffic attempting to make a left turn from the access toward the highway. Access is denied at this location from the highway right-of-way to East Road.

A reduced site plan is attached indicating all revisions.

If you have any questions or comments, please contact this office at your convenience.

Yours truly,

C. D. Hiatt
District Engineer

kjl

Attachments

cc: Region 5 Office w/attachment
Traffic Section "
City of Ontario "

Kmart
max. 55,5525

tba

garden shop

future building area
max. 20,0000

future building area
max. 40000

future building area
max. 4,000

mac'donald's restaurant
max. 2,100

east road

DENIED

2 lane approach

Delete Access

58'

24

20

33

(330.00)

(90.00)

(95.00)

(115.00)

(444.25)

# PLAZA EAST

## site development plan

Kmart
max. 55,552 s

garden shop

future building area
max. 30,000 s

future building area
max. 4,000 s

future building area
max. 4,000 s

mac'donald's restaurant
max. 3,100 s

tba

east road

DENIED

2 lane approach

Delete Access

Install signal

OLDS FERRY - ONTARIO

ONTARIO SPUR

MEDIAN

scale: 1" - 100' aprox.

north

8901

STATE OF OREGON

INTEROFFICE MEMO

RE ☐ RCE ☐ RSE ☐ RME ☐
RCE ☐ RDE ☐

SEP 19 1977
RECEIVED
REGIONAL OFFICE

TO: W. E. Schwartz
Region 5 Engineer

DATE: September 15, 1977

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Plaza East Development
Olds Ferry-Ontario Hwy. 455
(Ontario Spur) M.P. Y28.10

Attention: R. D. Hector
Regional Maintenance
Engineer

A traffic analysis of the proposed site plan for the East Plaza Development in Ontario has been conducted. Attached is a copy of the developer's site plan with recommended revisions noted in red.

The following revisions are recommended to minimize traffic conflicts and improve safety conditions.

Access at Station 33+16

This proposed access is directly adjacent to the existing frontage road serving the District and PUC offices. Undesirable traffic conflicts would occur due to the close proximity of this proposed access with the existing frontage road. Therefore, I recommend access at this location be denied.

Access at Station 34+94

Right turns only for entering and exiting traffic is indicated at this location with a deceleration lane adjacent to the highway for entering traffic. If the developer desires to revise this access to provide traffic movements in all directions, due to denying access at Station 33+16, I would approve contigent on the following conditions:

1. Install a signal at East Road and the highway. With the signal at East Road, gaps in the through traffic movements on the highway will ease ingress and egress at this access location.

2. Provide four lanes on the access road at the intersection with the highway. ≤2'

3. Develop a left-turn storage lane in the highway median for east-to-south ingress traffic.

East Road Intersection

Signal warrants are met at this intersection because of the additional traffic attracted to the development. Also, the signal and improvement of East Road is expected to attract additional traffic through the intersection routing via East Road and S.E. 5th Avenue to the southeast area of Ontario.

81-123-1307

The improvement of East Road to a 48 foot width will allow two lanes on the south approach to the highway. Two lanes are recommended to provide a lane each for the right-turn and left-turn movements.

A left-turn refuge on the highway as shown on the site plan, is required for the east-to-south movement.

Contingent with access approval is the installation of a signal at the intersection of East Road. The cost of this signal is to be borne by the developer.

Access at East Road Approximately 80 Feet South of the Highway

Due to the close proximity of this access to the intersection of East Road and the highway, traffic conflicts will result. Traffic will store on East Road south of the highway creating a hazardous conflict for traffic attempting to make a left turn from the access toward the highway. Therefore a one-way entrance only is recommended at this location. Exiting traffic has three alternate egress locations on East Road. The closest exit to the highway would then be approximately 300 feet south of the highway, providing a safer condition.

I trust that these recommendations will assist you in your decision regarding access permits.

L. E. George
Traffic Engineer Supervisor

JH:rw
Attachment

cc: C. D. Hiatt w/att.

1979 Pendleton-John Day Hwy. 8902
● 30th St. (Pendleton) Sec.
(Traffic signal installation)

C & Q 6163 3-22-78

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| R. A. Hatch Co. No. 8987 | Silver Lake-Summer Lake (M.P. 48.1 - M.P. 75.0) Lake County | November 12, 1980 |
| A-1 Sandblasting & Steam Cleaning Co. No. 9152 | Coast Fork Willamette River Br. Lane County | November 13, 1980 |
| Elting, Inc. No. 8709 | NE Marine Dr.-NE Failing St. Multnomah County | November 13, 1980 |
| Interstate Slurry Seal, Inc. No. 9170 | Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties | November 13, 1980 |
| Hertz Electric, Inc. No. 8902 | Pendleton/John Day Hwy. @ SW 30th St. (Pendleton) Umatilla County | November 13, 1980 |
| Grant County Redi-Mix No. 9077 | Spray Rock Production Wheeler & Grant Counties | November 18, 1980 |
| R. A. Hatch Co. No. 9030 | Doherty Slide-Nevada State Line Lake & Harney Counties | November 20, 1980 |
| Humbert Asphalting No. 9092 | Paul Smith Rd.-S. Main St. (Boardman) Morrow County | November 21, 1980 |
| Rogers Construction, Inc. No. 9160 | Boardman (N. Main St.) Morrow County | November 24, 1980 |
| Hughes & Dodd Co. No. 8991 | Buck Creek Road Lake County | November 24, 1980 |
| Wildish Corvallis Construction Co. No. 8976 | N. Albany, Santiam Hwy. & Lebanon Road Intchges. Linn County | November 26, 1980 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Erosion Control, Inc. No. 9109 | Grayback Creek Section Josephine County | November 27, 1980 |
| S. D. Spencer & Son No. 8472 | S. Ashland Intchge.-Calif. State Line Jackson County | December 3, 1980 |
| Western Mixing Co., Inc. & N. Santiam Sand & Gravel Co., Inc. J.V. No. 8997 | Dodge Road-Estacada Clackamas County | December 4, 1980 |
| Roy E. Ladd, Inc. No. 9019 | Busway Rigid Frame (N. Banfield Intchge.) Multnomah County | December 4, 1980 |
| Ray E. Wells, Inc. No. 8917 | Kingwood St. (Florence) Lane County | December 4, 1980 |
| Hertz Electric, Inc. No. 9121 | Molalla Ave. @ Clairmont Way (Oregon City) Clackamas County | December 5, 1980 |
| Bracelin-Yeager Excav. & Trucking No. 9136 | Hemlock Ave.-8th Terrace (Coos Bay) Coos County | December 5, 1980 |
| Douglas S. Coats, Inc. No. 9112 | Willow Creek Bridge Morrow County | December 5, 1980 |
| D & D Paving Co. No. 9097 | Airport Rd. @ Salmon River Hwy. Yamhill County | December 5, 1980 |
| Douglas S. Coats,Inc. No. 9165 | Catherine Creek (Wilkinson Rd.) Br. Union County | December 5, 1980 |
| Horton Bros., Inc. No. 9172 | Rocky Point-M.P. 310.07 Curry County | December 5, 1980 |
| Eugene Sand & Gravel, Inc. No. 9192 | Coburg (Stuart Way) Lane County | December 8, 1980 |
| Douglas S. Coats,Inc. No. 9094 | Willow Creek (Glenn Rd.) Bridge Union County | December 9, 1980 |

December 10, 1980

For C. B. Jackmond

C. T. Keasey
Asst. State Highway Engineer

8902

November 19, 1980

Firemen's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

CON 5
#8902

Gentlemen:

On November 14, 1980, we wrote to you concerning release of final payment on Contract No. 8902 awarded to Hertz Electric, Inc. for traffic signal installation on the Pendleton/John Day Highway at Southwest 30th Street in Pendleton in Umatilla County.

Final payment on this contract is $2,444.33 and the total contract amount is $48,886.60. No work was performed under force account.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

cc: Hertz Electric, Inc.
P. O. Box 577
Albany, OR 97321

bc: C. T. Kassey
Walt Hart
W. E. Schwartz

8902

FORM 734-3001

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Pendleton-John Day Hwy @ S.W. 30th St | | WEEK ENDING: 8/23/80 |
| | | SECTION PREFIX: 30-8224 |
| HIGHWAY: Pendleton-John Day Hwy | | COUNTY: Umatilla |
| NAME OF JOB: Pendleton-John Day Hwy @ S.W. 30th | KIND OF WORK: Traffic Signal Installation | |
| CONTRACTOR: Hertz Electric, Inc. | CONTRACT NUMBER: 8902 | FEDERAL AID PROJECT NUMBER: State |
| DATE OF CONTRACT: May 21, 1979 | DATE WORK STARTED: September 12, 1979 | ESTIMATED COMPLETION DATE: April 30, 1980 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS 220 | CALENDAR DAYS USED 169 (Revised) |
| PROJECT AUTHORIZATION: $ 56,105.50 | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED: 77% |
| EXCLUSIVE OF ENGINEERING: $ 49,000.00 | ENGINEERING AUTHORIZATION $ 4,900.00 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100% |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 49,000.00 | this week Ø | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100% |
| ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ % | ENGINEERING COST TO DATE $ 5,648.33 | DATE PROJECT WAS COMPLETED: |
| | PERCENT OF AUTHORIZATION 115 % | April 24, 1980 (Revised) |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK: None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

Keasey Richards
Jackmond Berg
Hopkins Inloes
Williams Widmer
Gebauer
Grenz Church

RECEIVED
AUG 25 1980
CONSTRUCTION BRANCH

| GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

**REMARKS**

Semi-Final submitted on August 22, 1980
This will be the last weekly report.

SIGNED _____ LOCATION Pendleton
H.N. VanCleave Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8902

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Pendleton-John Day Hwy @ S.W. 30th St | | WEEK ENDING: 8/16/80 |
| | | SECTION PREFIX: 30-8224 |
| HIGHWAY: Pendleton-John Day Hwy | | COUNTY: Umatilla |
| NAME OF JOB: Pendleton-John Day Hwy@S.W. 30th | KIND OF WORK: Traffic Signal Installation | |
| CONTRACTOR: Hertz Electric, Inc. | CONTRACT NUMBER: 8902 | FEDERAL AID PROJECT NUMBER: State |
| DATE OF CONTRACT: May 21, 1979 | DATE WORK STARTED: September 12, 1979 | ESTIMATED COMPLETION DATE: April 30, 1980 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS 220 | CALENDAR DAYS USED 171 |
| | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED: 78% |
| PROJECT AUTHORIZATION: $ 56,105.50 | | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100% |
| EXCLUSIVE OF ENGINEERING: $ 49,000.00 | ENGINEERING AUTHORIZATION $ 4,900.00 | |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 49,000.00 | this week $ ø | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100% |
| | ENGINEERING COST TO DATE $ 5,642.33 | |
| ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ % | PERCENT OF AUTHORIZATION 115 % | DATE PROJECT WAS COMPLETED: April 25, 1980 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK: None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

RECEIVED
AUG 18 1980
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Est. submittal date of Semi-Final August 31, 1980

SIGNED H.N. Vancleave Res. Engr. LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8902

June 4, 1979

Homer H. Smith Insurance Agency
1560 Commercial S.E.
Salem, OR 97302

Gentlemen:

On Contract No. 8902 awarded to Hertz Electric, Inc., the State Insurance Division has notified us that they cannot approve Lawrence A. Tyle signing as Attorney-in-Fact for Fireman's Fund Insurance Company as there is no Power of Attorney on file for him.

Please file a Power of Attorney for Mr. Tyle with the Insurance Division, 158 - 12th Street N.E., Salem, OR 97310. There is a registration fee of $5.

If you do not wish to file a Power of Attorney, please have someone sign who has proper authorization and return the two copies of this contract to our office, 121 Transportation Building, Salem, OR 97310.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

cc Hertz Electric, Inc.
P. O. Box 577
Albany, OR 97321

bc C. T. Keasey
Walt Hart
Wendell Schwartz
Herbert VanCleave

6-1-79 Received contract back from Insurance Division with a note saying they could not read the Attorney-in-Fact's signature.

I called the surety to obtain the spelling of the name and they said the agent for whom Mr. Tyle works is Homer H. Smith Insurance Agency. Name is Lawrence A. Tyle.

I called the Insurance Division and talked to Sandy Dittrich. She said there is no Power of Attorney on file for Lawrence A. Tyle, a fact which the surety in Portland had mentioned. The surety said that they were in the process of filing one for Mr. Tyle through the Homer Smith Agency, but didn't know if it had been done. They suggested that we send the contract back to the agent for signature of someone who is authorized with the Insurance Division. (Several of the other Attorneys-in-Fact who work at Homer H. Smith Insurance Agency are on file with the Insurance Division.)

I called Hertz Electric and talked to Agnes. She said Lyle Speer would call me back.

Lyle Speer called back at 3:54 p.m. and said, yes, send the contracts to Homer H. Smith Insurance Agency to obtain an authorized Attorney-in-Fact signature.

Denice Abel

NOTED
C. W. HEAD

5102,

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

February 1, 1979

FILE:

NOTED
E. S. HUNTER
cc Vantuyl
George
2-2-79

FROM: W. E. Schwartz
Region Engineer

TO: THE FILES

RECEIVED TECHNICAL SERVICES FEB 2'79 REFER TO FOR: File, Act, Sign, D/R, R/D, Invest, Info

SUBJECT: Traffic Signal
S.W. 30th Ave. & Pendleton-John Day Highway
City of Pendleton
Umatilla County

On January 31, 1979 Mr. John I. Margraf and Mr. Gene Schaeffer of Mar-Non Developers met with me in my office regarding subject traffic signal installation. Also present were Harry Oswald and Walt Sullivan of District 12. This meeting was arranged by a Mr. Howard Ross of the Mortgage Company of America who apparently are the financiers of this venture.

Mr. Margraf was the principal spokesman for the developers. Their position is that early in the negotiating stages, they had been quoted a figure of $40,000 to $44,000 as the price of this signal. They had set aside this amount in their development budget and that was all they could or would pay.

I questioned them as to where the figure came from. They had nothing to substantiate this quotation and were very vague as to who had said it. They did allude to a meeting they had with the City of Pendleton at which Oswald and Sullivan were present. Oswald and Sullivan deny that they had ever quoted such a figure. They further recall that the main issues of this meeting had to do with a conditional use permit that the developers had to obtain from the City. Any reference to the signal had to do with the City requirement of the permit for a signal to be installed.

I advised them that there would have been no way for us to give them a firm figure without first performing the engineering work and designing the signal. We could not design the signal until we had an agreement with them regarding the preliminary engineering. Even at that time our figure would still be an estimate based on an engineering study and design. No firm figure could be quoted until we had received a bid from a contractor to perform the work.

I told the developers that their right to access to their property was contingent upon their signalizing the access and that we expected them to do it. Our agreement with them and the City of Pendleton is a proper, legal document and specifically and clearly states how all parties will perform to accomplish this signal installation. We expect them to perform in accordance with the agreement but are prepared to take legal action against them if they refuse to do so.

I advised them that this project would be rebid on the March 29th bid opening. We would like to know at the earliest possible time what their decision would be so that we could take appropriate action. Margraf told me that he would contact Mr. Ross and advise us of their decision.

WES:sh

cc E. S. Hunter
J. Sollis
G. Wimer
H. W. Oswald

STATE OF OREGON

INTEROFFICE MEMO

DATE: January 26, 1979

TO: W. E. Schwartz
Region 5 Engineer

FROM: Gerald Wimer ORIGINAL SIGNED BY G. W. WIMER
Local Government Manager

NOTED
H. S. COULTER

SUBJECT: Miscellaneous Agreements No. 6163
S.W. 30th Avenue (Pendleton) Signal
Pendleton-John Day Highway

Assistant State Highway Engineer E. S. Hunter asked me to call Howard Ross of MACANY (Mortgage Company of America, New York) phone 212-688-8150, and answer questions that might aid Mr. Ross's answer to Mr. Hunter's December 26 letter.

Before writing Mr. Ross wanted copies of the agreement and minutes of early meetings quoting costs. He felt locked to a top figure of $44,000. He said his firm set aside that amount before signing, with understanding that would be their maximum involvement. Any written response further locks them into that figure.

He says the complex is completed except for the signal. He inferred there might be some incidental funds that could be added but did not promise such. He suggested a meeting of his Boise people and our representatives. I gave him your name and phone number.

I subsequently advised you and Mr. Hunter. You promised to follow up.

Mr. Ross called back an hour later saying he planned to call you immediately, wanting Mr. Sullivan and Mr. Harry Oswald at the meeting.

GWW:pf

cc: H. S. Coulter
E. S. Hunter
J. L. Solis

JAN 30'79
RECEIVED
FOR

1-125-1387

8902

# PROJECT DEVELOPMENT SUMMARY
## TRAFFIC SIGNAL INSTALLATION
## PENDLETON-JOHN DAY HIGHWAY AT 30th AVENUE
## PENDLETON (K-MART)
## UMATILLA COUNTY

NOTED
E. S. HUNTER

| | |
|---|---|
| 3/8/77 | Letter to L. E. George from Assistant District Engineer Walter R. Sullivan; refers to telephone conversation about traffic study requested by Bob Hector for K-Mart signal. |
| 3/31/77 | Letter from L. E. George to Bob Hector, saying plans from K-Mart have been reviewed, recommends 5 Ø signal. |
| 4/5/77 | City sent site layout and map showing traffic movements, refers to telephone conversation with L. E. George. |
| 4/11/77 | The City grants conditional use permit to K-Mart. |
| 4/18/77 | L. E. George letter to Region 5 Engineer W. E. Schwartz recaps results of trip generation study, requests W. E. Schwartz to transmit information to City. |
| 4/29/77 | Transmits copy of above letter to Strand architects. |
| 5/13/77 | Strand architects transmitted 2 copies of site development plan (& one copy permit) to L. E. George. |
| 5/17/77 | L. E. George letter advises Strand architects that the site development plans, etc., are being forwarded to Region. |
| 6/3/77 | L. E. George memo refers to telephone discussion with City, says this office will do nothing more until City and developer "make final decisions on the location site". |
| 6/9/77 | L. E. George requests preparation of agreement. |
| 6/15/77 | Draft agreement received. |
| 6/21/77 | Draft agreement returned to G. W. Wimer with suggested changes. |
| 9/8/77 | L. E. George letter to the City refers to additional material furnished by City on August 10, re-evaluates traffic impact, recommends signal at S.W. 30th Avenue. |
| 9/14/77 | City requests State to prepare new agreement. |
| 9/19/77 | L. E. George requests revision of agreement. |
| 9/27/77 | Received draft of revised agreement. |
| 10/3/77 | Draft agreement returned approved. Penciled note on copy of transmittal letter says agreement was sent to Region November 2, 1977 Region forwarded it to City November 3, 1977. |
| 2/22/78 | District Engineer forwards signed copies of agreement to G. W. Wimer. |

| | |
|---|---|
| 5/25/78 | Teletype from Long says advance deposit should be received in one week. |
| 6/13/78 | Region submits order to render service. |
| 7/27/78 | City letter to developer; asks for developer to put up $4,000 for temporary flashing beacon. |
| 11/22/78 | Bid accepted, awarding of contract contingent upon receipt of $54,000.00 deposit from developer. |
| 12/26/78 | E. S. Hunter letter to developer says all bids are being rejected; refers to developer's telegram requesting redesign & readvertising, says redesign not possible, will readvertise if developer will send letter agreeing to go ahead with project at his expense. |
| 12/26/78 | Contractor notified bids all rejected at developer's request. |
| 12/27/78 | John Irwin memo says job is being readvertised for February 22, 1979 letting; specifications & estimate revised, but plans not changed. |

8902

December 26, 1978

John I. Margraf, General Partner
John I. Margraf Partnership
and/or Mar-Mon Developers
172 Cole Road
Boise, Idaho 82705

Dear Mr. Margraf:

Miscellaneous Contracts
and Agreements No. 6163
Dated March 8, 1978

Based on your December 20, 1978 telegram, and in compliance with our Agreement No. 6163, we have rejected all bids received November 16, 1978 for the proposed traffic signal on the Pendleton-John Day Highway at S. W. 30th Avenue in Pendleton, Oregon.

You asked that we redesign the project "...to conform with original estimates and resubmit for bids...". Please be advised that traffic signal installations are not subject to redesign for economizing reasons, as a large share of the cost in a traffic signal installation is for materials and electrical equipment (such as controllers, signal heads, and poles). The November 16, 1978 bid of $46,183.95 was 4.2 percent under the engineer's estimate of $48,208.00. A copy of the November 1978 estimate is enclosed.

Because you have asked us to resubmit the project for bids, we have re-estimated the cost of the project based on taking bids on February 22, 1979. The revised engineer's estimate is $52,850.00, a substantial increase over the rejected bid of $46,183.95. Current and projected rates of inflation account for the higher estimate. The revised estimate, together with a set of plans and specifications, is enclosed.

You will note that the figures quoted above are the contract amounts. If you ask us to proceed with the project, you will be responsible for the entire project cost of $61,658.21, which includes contingencies at 4 1/2 percent and engineering at 10 percent. On a project of this type, both of

these items usually underrun the standard percentages; however, there is no guarantee this will happen.

The above amount does not include preliminary engineering, for which you have already made a deposit of $3,100.00.

On January 18, 1979 we will begin printing plans and preparing the ads for the February 22, 1979 bid opening. Therefore, we need a letter from you prior to that date (January 18, 1979) indicating that you wish for us to proceed with the project, at your cost, in accordance with the subject agreement.

Very truly yours,

E. S. Hunter
Technical Services Engineer

ESH:ja

Enc.

Cecil Head

bc F. B. Klaboe
D. H. Moehring
Jack Sollis
J. H. Versteeg
L. E. George
Pat Schwartz

Section Pendleton/John Day Hwy (S.W. 30th St. (Pendleton)) Programming Estimate $ 62,000

Highway Pendleton-John Day — Project Length —

County Umatilla — Completion Time 220 calendar days

Kind of Work Traffic Signal Installation

Prefix 30-8217 — FA Project No. STATE

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | | $ 52,850.00 |
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Building Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished | | |
| Install Water Meter | | |
| Furnish Water | | |
| Laboratory Fees | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing (Engineering) | 1,000.00 | |
| Bikeway Signs | | |
| Furnish Mail Box Posts | | |
| Adjust Utilities | | |
| Misc. Permit Fees | | |
| | | $ 1,000.00 |
| | | $ 53,850.00 |
| Contingencies (4-1/2%) | | 2,423.25 |
| Engineering ( 10 %) | | 5,385.00 |
| SUBTOTAL | | $ |
| Credit for | | |
| Estimated Net Authorization, Construction | | $ 61,658.25 |

February 22, 1979 Letting

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date 12-20-78

Section Pendleton (John Day Hwy. at S.W. 30th St. (Pendleton)) County Umatilla

Kind Of Work Traffic Signal Installation Length — Name Butler

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| 1 | Temporary Protection and Direction of Traffic | | Lump Sum | All | Lump Sum | 964.= |
| 2 | Temporary Signs | | Sq. Ft. | 141 | 6.00 | 846.= |
| 3 | Flagmen | | Hour | 40. | 18.50 | 740.= |
| 4 | Traffic Signal Installation, Complete | | Lump Sum | All | Lump Sum | 50,300.= |
| | Total | | | | | 52,850.= |

Telegram

WU AGENT SAM

531P PDT DEC 20

N PRA359(1522)(4-048792E354)PD 12/20/78 1513

ICS IPMRNCZ CSP

2083625461 TDRN BOISE ID 52 12-20 0313P EST

PMS OREGON DEPT OF TRANSPORTATION, ATTN E S HUNTER, TECHNICAL

SERVICE ENGINEER, DLR

TRANSPORTATION BLDG

SALEM OR 97310

DEAR MR HUNTER, PLEASE BE ADVISED THAT PER OUR AGREEMENT COVERING

TRAFFIC SIGNAL INSTALLATION IN PENDLETON OREGON WE ARE REQUESTING

THAT YOU REJECT ALL BIDS SUBMITTED AS BEING OVER TEN PERCENT IN

EXCESS OF ORIGINAL ESTIMATES. PLEASE SUBMIT THIS PROJECT FOR

REDESIGN TO CONFORM WITH ORIGINAL ESTIMATES AND RESUBMIT FOR BIDS.

JOHN I MARGRAF, GENERAL PARTNER

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
DEC 21 78
REFER TO
FOR

DEC 20 5 36 PM '78

8:47 am.

MAILGRAM SERVICE CENTER
MIDDLETOWN, VA. 22645

Mailgram
western union

4-055973E348 12/14/78 ICS IPMRNCZ CSP SALM
5033786011 MGM TDRN SALEM OR 400 12-14 0321P EST

RECEIVED
DEC 15 1978
LEGAL

JACK SOLLIS
TRANSPORTATION BUILDING
SALEM OR 97310

THIS IS A COPY OF A MESSAGE SENT TO:
JOHN I. MARGRAF PARTNERSHIP AND/OR MAR-MON DEVELOPERS
AN IDAHO GENERAL PARTNERSHIP
172 COLE RD, BOISE, ID 82705

ATTN JOHN I. MARGRAF, GENERAL PARTNER,

DEAR MR. MARGRAF,

BY INDENTURE OF ACCESS TO THE CITY OF PENDLETON, DATED OCTOBER 6, 1978, THE DEPARTMENT OF TRANSPORTATION AUTHORIZED ROAD APPROACH TO THE PENDLETON JOHN DAY HIGHWAY AT STATION 165 PLUS 56 MILE POINT 2.26 WITH THE UNDERSTANDING A SIGNAL WOULD BE CONSTRUCTED ON THE PENDLETON JOHN DAY HIGHWAY AT SOUTHWEST THIRTIETH AVENUE.

BY MISCELLANEOUS CONTRACTS AND AGREEMENTS, NUMBER 6163 DATED MARCH 8, 1978, YOU ENTERED INTO A COOPERATIVE CONSTRUCTION-FINANCE AGREEMENT COVERING THAT TRAFFIC SIGNAL INSTALLATION. THE AGREEMENT INCLUDES TWO "THINGS TO BE DONE BY COMPANY".

1) PAY FOR THE PRELIMINARY ENGINEERING. FOR THIS PURPOSE, YOUR FIRM SUBMITTED A $3100 DEPOSIT.

2) WITHIN 30 DAYS FOLLOWING RECEIPT OF BIDS, YOUR FIRM WAS TO MAKE A DEPOSIT EQUAL TO 100 PERCENT OF THE ESTIMATED COST OF THE PROJECT. YOUR FIRM RESERVED THE RIGHT TO "REQUEST THE STATE TO REJECT ALL BIDS" IF THE "LOW BID FOR CONSTRUCTION OF THE PROJECT EXCEED THE ENGINEER'S ESTIMATE BY TEN PERCENT OR MORE".

BIDS WERE RECEIVED NOVEMBER 14, 1978. CONTRACT PROVISIONS REQUIRED AWARD WITHIN THIRTY DAYS, OR IN THIS CASE, BY DECEMBER 14, 1978. THE LOW BIDDER, OLSON ELECTRIC COMPANY, INCORPORATED, HAS GRANTED A TEN DAY EXTENSION.

YOU ARE HEREBY REQUESTED TO DEPOSIT $54,000 WITH HIGHWAY ACCOUNTING, ROOM 434, TRANSPORTATION BUILDING, SALEM, OREGON 97310.

IF WE ARE NOT IN RECEIPT OF THIS DEPOSIT BY THAT DATE, WE WILL PROCEED WITH THE PROJECT AND TAKE APPROPRIATE LEGAL ACTION TO COLLECT THE AMOUNT OF $54,000.

5241 (R1/78)

TO REPLY BY MAILGRAM, SEE REVERSE SIDE FOR WESTERN UNION'S TOLL - FREE PHONE NUMBERS

Western Union Mailgram U.S. MAIL

I HAVE TAKEN THE ABOVE POSITION ON THE ADVICE OF OUR CHIEF COUNSEL, JACK HILL SOLLIS. YOU MAY WISH TO CONTACT HIM AT 503-378-4259.

E.S. HUNTER
TECHNICAL SERVICE ENGINEER
OREGON DEPT. OF TRANSPORTATION

1526 EST

MGMCOMP MGM

212-688-8150
Howard
Boss

5241 (R1/78)

TO REPLY BY MAILGRAM, SEE REVERSE SIDE FOR WESTERN UNION'S TOLL - FREE PHONE NUMBERS

WESTERN UNION
1317 W JEFFERSON
BOISE ID 83702

western union **Mailgram**

1-044786M348 12/14/78 ICS IPMBOUA BSE SAMA
01026 MGM BOISE ID 12-14

RECEIVED
TECHNICAL SERVICES
DEC 15 '78
REFER TO
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

F S HUNTER TECHNICAL SERVICES ENGINEER
OREGON DEPT OF TRANSPORTATION
TRANSPORTATION BLDG
SALEM OR 97310

YOUR MESSAGE OF 12/14 TO JON I MARGRAF DELIVERED 255PM DEC 14 THANK YOU FOR USING OUR SERVICE
WESTERN UNION

1956 EST

MGMCOMP MGM

5241 (R1/78)

TO REPLY BY MAILGRAM, SEE REVERSE SIDE FOR WESTERN UNION'S TOLL - FREE PHONE NUMBERS

MAILGRAM SERVICE CENTER
KIDDLETOWN, VA. 22645

Western Union Mailgram

4-055584E348002 12/14/78 ICS IPMRNCZ CSP SAMA
1 5033786011 MGM TDRN SALEM OR 12-14 0318P EST

RECEIVED
TECHNICAL SERVICES
DEC15 '78
REFER TO
FOR
Info | Inves | R/D | C/R | Sign | Act | File

OREGON HIGHWAY DIVISION E.S. HUNTER
TRANSPORTATION BUILDING
SALEM OR 97310

THIS MAILGRAM IS A CONFIRMATION COPY OF THE FOLLOWING MESSAGE:

5033786011 TDRN SALEM OR 282/279 12-14 0318P EST
PMS JOHN I. MARGRAF PARTNERSHIP AND/OR MAR-MON DEVELOPERS, AN
IDAHO GENEPAL PARTNERSHIP, REPORT DELIVERY BY MAILGRAM, DLR
172 COLE RD
BOISE ID 82705

ATTN JOHN I. MARGRAF, GENERAL PARTNER,

BEAR MR. MARGRAF,
BY INDENTURE OF ACCESS TO THE CITY OF PENDLETON, DATED OCTOBER 6, 1978, THE DEPARTMENT OF TRANSPORTATION AUTHORIZED ROAD APPROACH TO THE PENDLETON JOHN DAY HIGHWAY AT STATION 165 PLUS 56 MILE POINT 2.26 WITH THE UNDERSTANDING A SIGNAL WOULD BE CONSTRUCTED ON THE PENDLETON JOHN DAY HIGHWAY AT SOUTHWEST THIRTIETH AVENUE.

BY MISCELLANEOUS CONTRACTS AND AGREEMENTS, NUMBER 6163 DATED MARCH 8, 1978, YOU ENTERED INTO A COOPERATIVE CONSTRUCTION-FINANCE AGREEMENT COVERING THAT TRAFFIC SIGNAL INSTALLATION. THE AGREEMENT INCLUDES TWO "THINGS TO BE DONE BY COMPANY".

1) PAY FOR THE PRELIMINARY ENGINEERING. FOR THIS PURPOSE, YOUR FIRM SUBMITTED A $3100 DEPOSIT.

2) WITHIN 30 DAYS FOLLOWING RECEIPT OF BIDS, YOUR FIRM WAS TO MAKE A DEPOSIT EQUAL TO 100 PERCENT OF THE ESTIMATED COST OF THE PROJECT. YOUR FIRM RESERVED THE RIGHT TO "REQUEST THE STATE TO REJECT ALL BIDS" IF THE "LOW BID FOR CONSTRUCTION OF THE PROJECT EXCEED THE ENGINEER'S ESTIMATE BY TEN PERCENT OR MORE".

BIDS WERE RECEIVED NOVEMBER 16, 1978. CONTRACT PROVISIONS REQUIRED AWARD WITHIN THIRTY DAYS, OR IN THIS CASE, BY DECEMBER 14, 1978. THE LOW BIDDER, OLSON ELECTRIC COMPANY, INCORPORATED, HAS GRANTED A TEN DAY EXTENSION.

5241 (R1/78)

TO REPLY BY MAILGRAM, SEE REVERSE SIDE FOR WESTERN UNION'S TOLL - FREE PHONE NUMBERS

western union Mailgram

U.S. MAIL

YOU ARE HEREBY REQUESTED TO DEPOSIT $54,000 WITH HIGHWAY ACCOUNTING, ROOM 434, TRANSPORTATION BUILDING, SALEM, OREGON 97310.

IF WE ARE NOT IN RECEIPT OF THIS DEPOSIT BY THAT DATE, WE WILL PROCEED WITH THE PROJECT AND TAKE APPROPRIATE LEGAL ACTION TO COLLECT THE AMOUNT OF $54,000.

I HAVE TAKEN THE ABOVE POSITION ON THE ADVICE OF OUR CHIEF COUNSEL, JACK HILL SOLLIS. YOU MAY WISH TO CONTACT HIM AT 503-378-4259.
E.S. HUNTER, TECHNICAL SERVICE ENGINEER, OREGON DEPT. OF TRANSPORTATION (TRANSPORTATION BUILDING SALEM OR 97310)

1522 EST

MGMCOMP MGM

5241 (R1/78)

TO REPLY BY MAILGRAM, SEE REVERSE SIDE FOR WESTERN UNION'S TOLL - FREE PHONE NUMBERS

Section Pendleton/John Day Hwy. (S.W. 30th St (Pendleton)) Programming Estimate $ 56,600

Highway Pendleton-John Day Project Length —

County Umatilla Completion Time 220 calendar days

Kind of Work Traffic Signal Installation 11-16-78

Prefix 30-8217 FA Project No. STATE

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | | $ 48208.00 |
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Building Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished | | $ 1000.00 |
| Install Water Meter | | |
| Furnish Water | | |
| Laboratory Fees | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing (Engineering) | 1000.00 | |
| Bikeway Signs | | |
| Furnish Mail Box Posts | | |
| Adjust Utilities | | |
| | | |
| | | |
| | | |
| Misc. Permit Fees | | |
| | | |
| | | $ 49,208.00 |
| Contingencies (4-1/2%) | | 2,214.36 |
| Engineering ( 10 %) | | 4920.80 |
| SUBTOTAL | | $ |
| Credit for | | |
| Estimated Net Authorization, Construction | | $ 56,343.16 |

APPROVED

Nov. 16, 1978 Letting

Road Design Engineer

(18)

# SPECIAL PROVISIONS
# AND SUPPLEMENTAL
# STANDARD SPECIFICATIONS
# FOR HIGHWAY CONSTRUCTION

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON

KIND OF WORK TRAFFIC SIGNAL INSTALLATION

SECTION PENDLETON/JOHN DAY HWY. AT S.W. 30TH ST. (PENDLETON)

HIGHWAY PENDLETON-JOHN DAY

COUNTY UMATILLA

PROPOSALS TO BE RECEIVED NOVEMBER 16, 1978

28

# OREGON STATE HIGHWAY DIVISION
## PROJECT REQUEST

A. IDENTIFICATION: Date: 6-16-78

Proposed Section: Pendleton/John Day Hwy. @ SW 30th Ave. (Pendleton) Region: 5

Highway: " " 1U53@5 St. Hwy. No. 28 M.P. ____ to M.P. ____ Length: ____

County(s): Umatilla (Attach Sketch Map)

Recommended Construction Date: Proposed 6 YP N/A

Method of Doing Work: (Contract) DEC. 14, 1928 St. Force ____ Other ____

B. FINANCING

| | Section | Year | Funds Available |
|---|---|---|---|
| Postpone ☐ | | Current 6 YP | |
| | | Recommend | |
| Cancel ☐ | | Current 6 YP | |
| | | Recommend | |

If not one of the above - Recommended Financing:

FAI ☐, FAP ☐, FAS ☐, ST. CONST. ☐, OTHER ☒ K-Mart

C. ROADWAY & TRAFFIC

| | Width | | | Structures | | Extg. Traffic (Year ) | | Proj. Traffic (Year ) | |
|---|---|---|---|---|---|---|---|---|---|
| | No. Lanes | Pvmt. | Shldrs. | Walks | No. | Tot. Lng. | ADT | Service Level | ADT | Service Level |
| Existing Facility: | | | | | | | | | | |
| Proposed Facility: | | | | | | | | | | |

D. DEFINE THE PROBLEM: K-Mart check for P.E. has been submitted to accounting. Has been

E. PROPOSED SOLUTION: Order to Render Service received from Region: Prefix 30-8217-901 (Copy attached)

F. REASON FOR REQUEST AT THIS TIME: Survey location map expected in this office by July 17, 1978. 4 months design to contract. 3 party contract No. 6163 signed 3/8/78.

G. COST ESTIMATE

| | |
|---|---|
| Roadway Work NA | $ |
| R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____). N/A | |
| Structures | |
| Other (Define) Traffic Signal | 50,000 ⁰⁰ |
| Preliminary Engineering (By Whom) State | 3,100 ⁰⁰ |
| TOTAL | $ 53,100 ⁰⁰ |

H. REQUESTED BY: Wm. Bibbs (Traffic)
Region Engineer or Section Head

Approval/Disapproval NA
State Highway Engineer Date

Approval/Disapproval NA
Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date NA

REFERRED TO
Steudemeyer
Brand Semple Remarks Action Taken:
Cole Watson
Erikson
Hager Dorn Lee
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Form 734-1386 (3-78)

Oregon State Highway Division

# Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

John I Margraf, Partnership
c/o Gene Schaefer
172 Cole Road
Boise, ID 83705

Order No. 5-269

Date June 13, 1978

By: .....
(Official Capacity)

Prefix and account number to which work is to be charged 30-8217-901

Description and Location of Work To Be Performed or Materials To Be Furnished:

P.E. work required to provide adequate access to a proposed development adjacent to Highway 28 and S.W. 30th Avenue in Pendleton including traffic control signal equipment, channelization, lane lines, islands, left-turn refuges, signing, etc.

Estimate of Quantities and Cost

Deposit per Agreement estimated at $3,100.00 for preliminary engineering.

Basis of Payment:

- ☐ Monthly payments
- ☒ Single payment on completion of work
- ☐ Other basis as follows:

Amount of advance deposit (if any) $ 3,100.00

Deposit received by Secretary on .....

Authority from Requisitionist:

- ☒ Agreement dated .....
- ☐ Letter to ..... date .....
- ☐ Oral request to ..... date .....

Department Authority:

- ☐ Order of State Highway Engineer
- ☒ Head of branch or section issuing order

Field information submitted by Roger Lang in letter dated 4/3/78

Expected date of completion of work or delivery of materials October 1, 1978

Superintendent or engineer responsible for performance of work and submission of information for billing W. C. Ferguson and L. E. George

Record of billing requests:

| | | | |
|---|---|---|---|
| Number | | | |
| Date | | | |
| Amount | | | |

Order prepared by Region 5 Section

Signed .....

Region 5 Office Engineer

Instructions: Section head or staff engineer approving order will send original copy to Project Management and will retain duplicate copy. He will also send copies to interested region engineer, resident engineer and/or district engineer.

SP* 19713-734

cc Ferguson, L. E. George

8912

March 22, 1978

City of Pendleton
City Hall
Pendleton, OR 97801

Attention: Marjorie Johnson
City Recorder

MAR-SEM
Route 3, South Cole Road
Boise, Idaho 83705

MISC. CONTRACTS and
AGREEMENTS No. 6163

Gentlemen:

We are attaching for your records a fully executed copy of an agreement covering channelization and installation of a traffic signal on the Pendleton-John Day Highway at S. W. 30th Avenue to handle traffic at a new K-Mart Store.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm

Att.

cc Don Harwell (conf. agree. att.)

1979 Elgin Rock Prod. Project 8903
in Elgin on Weston-Elgin Hwy.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Maxwell's Electric, Inc., No. 8720 | Main St. & Canyon Blvd. (John Day), Grant County | June 22, 1979 |
| Houck-McCall Corp., No. 8829 | Central Oregon Rock Production, Harney County | July 9, 1979 |
| Poy E. Ladd, Inc., No. 8537 | SE Stark/Wn. Intchge. (Stark St. U'Xing), Multnomah County | July 9, 1979 |
| Hansen Electric, Inc., No. 8658 | Goshen/Divide Hwy. @ 6th Street (Cottage Grove), Lane County | July 11, 1979 |
| Benge Paving, Inc., No. 8766 | Harlow/Hayden Bridge Rd.-"Q" St. (Springfield), Lane County | July 17, 1979 |
| Bryan C. Rambo Crushing Co., No. 8834 | Jordan Valley Rock Prod., Malheur County | July 17, 1979 |
| Columbia West Matls. & Constructors, No. 8839 | W.C.L.-Calvin Street (Columbia City), Columbia County | July 17, 1979 |
| W. R. Grasle Co., No. 8751 | S.W. Allen Blvd. @ S.W. Lombard Ave. (Beaverton), Washington County | July 17, 1979 |
| Olson Electric Co., Inc., No. 8791 | Pacific Hwy. (Conn. #1) @ Hayden Island Drive, Multnomah County | July 17, 1979 |
| Hamilton Electric, Inc., No. 8682 | Beaverton/Tigard Hwy. @ SW Greenburg Rd., Washington County | July 20, 1979 |

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| D Mc D Corporation, No. 8903 | Elgin Rock Production Project, Union County | July 26, 1979 |
| We Painters, Inc., No. 8669 | Youngs Bay Bridge, Clatsop County | August 1, 1979 |
| Douglas S. Coats Const., No. 8803 | Snabel, Bologna & Bone Creek Bridges, Grant and Wheeler Counties | August 1, 1979 |
| R. L. Coats, No. 8954 | M.P. 36.0-M.P. 40.5 Project, Baker County | August 7, 1979 |
| Husky Fence Co., No. 8749 | Echo-Rieth Project, Umatilla County | August 7, 1979 |
| Electric Corp., No. 8881 | Lancaster Dr. @ Hayesville Dr. N.E., Marion County | August 7, 1979 |
| Selby Bridge Co., No. 8575 | SE Division St. U'xing (BLE/SP Line), Multnomah County | August 7, 1979 |

August 9, 1979

H. S. Coulter, State Highway Engineer

8903

July 30, 1979

U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Gentlemen:

Contract No. 8903 awarded to D Mc D Corporation for the Elgin Rock Production Project on the Weston-Elgin Highway in Union County was completed on June 28, 1979, and accepted by the State Highway Engineer on July 26, 1979.

Final payment in the amount of $5,235.46 will be released to the contractor after August 6, 1979. The total contract amount is $103,199.95 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc D Mc D Corporation
P. O. Box 1012
La Grande, OR 97850

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8903

Report # 5 FINAL

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Elgin | | WEEK ENDING: June 29, 1979 |
| | | SECTION PREFIX: 31-8321 |
| HIGHWAY: Weston - Elgin | | COUNTY: Union |
| NAME OF JOB: Elgin Rock Production | KIND OF WORK: Rock Production | |
| CONTRACTOR: D Mc D Corp. | CONTRACT NUMBER: 8903 | FEDERAL AID PROJECT NUMBER: State |
| DATE OF CONTRACT: April 2, 1979 | DATE WORK STARTED: May 31, 1979 | ESTIMATED COMPLETION DATE: |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 8 SUPERVISION: 1 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS | CALENDAR DAYS USED |
| PROJECT AUTHORIZATION: $ 96,752.50 | SPECIFIED COMPLETION DATE: August 31, 1979 | PERCENT OF TIME ELAPSED: 60 |
| EXCLUSIVE OF ENGINEERING: $ 88,302.50 | ENGINEERING AUTHORIZATION $ 8,450.00 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 88,302.50 | ENGINEERING COST TO DATE $ 1,684.15 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97 |
| ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 % | This week $200.00 PERCENT OF AUTHORIZATION 20 % | DATE PROJECT WAS COMPLETED: 6-28-79 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. 100 | | |
|---|---|---|---|---|---|---|---|

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | 10,000 | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | 11,250 | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | 11,250 | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | - | | |
| AVERAGE DAILY QUANTITIES | | | - | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | 1 | | |
| NUMBER OF SHIFTS PER DAY | | | 10 | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

Loader, cat, crusher, trucks, etc.

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 24 | Clear, hot | | | |
| MONDAY 25 | Ptly cldy, hot | | | |
| TUESDAY 26 | Ptly cldy, hot | | | |
| WEDNESDAY 27 | Clear, hot | | | |
| THURSDAY 28 | Clear, hot | | | Completion ~~day~~ |
| FRIDAY 29 | | | | |
| SATURDAY 23 | Clear, hot | | | |

RECEIVED
JUL 2 1979
CONSTRUCTION BRANCH

Keesey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inlow, Widmer, Gebauer, Church

| GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK | |
|---|---|
| SUNDAY 24 | No activity |
| 25 MONDAY | Crushing 3/8-10 sanding agg. and hauling same to stockpile |
| 26 TUESDAY | Crushing 3/8-10 sanding agg. and hauling same to stockpile |
| 27 WEDNESDAY | Completed hauling to stockpile site.<br>Shaping the stockpile |
| 28 THURSDAY | Completed shaping stockpile. |
| 29 FRIDAY | No activity |
| SATURDAY 23 | No activity |

**REMARKS**

STATUS: Completed 3/8-10 agg. production.

Final records submitted 6-29-79

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

1979 Columbia R. Br. (N. Channel 890
Superstruc.) Sec. of E. Ptld. Fwy.
(Structure) #15

CLR 6390 11-23-77

CLA 6197 1-3-80

CLA 5835 8-21-80, 3-18-81

CLA 6956 2-14-79

DAVE FROHNMAYER
ATTORNEY GENERAL
STATE OF OREGON

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

**DEPARTMENT OF JUSTICE**
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4400

April 15, 1988

Don Forbes
State Highway Engineer
102 Transportation Building
Salem, OR 97310

Re: Fernandez v. Washington State, et. al.
Clark County, Washington, No. 83-2-01720-7

Dear Mr. Forbes:

The above case was a $20 million lawsuit brought against the State of Oregon by the Melvin Belli firm and a leading plaintiff's firm in Seattle. We were sued for alleged negligence in the construction of the I-205 bridge. Plaintiff suffered extensive injuries when he fell while trying to vault over a guardrail onto the bike path in the State of Washington.

While we ultimately prevailed because of the appellate court in Washington approving the trial court's dismissal of Oregon on comity grounds, an enormous amount of work led to that result. Having received the mandate of the Washington Court of Appeals on December 14, 1987, and the Trial Division having finally boxed up and closed the case, it is an appropriate time to commend two Highway Division officers who made success possible.

Bridge Engineer Walt Hart and Region I Operations Engineer Allan Harwood were invaluable in sharing their expertise so that we could defeat this claim. The I-205 bridge is truly a marvel and the same skilled professionalism and hard effort that went into its construction were willingly applied to the defense of this suit. Both officers have a well-deserved engineering reputation, but I also commend them for being

Cy - W. Hart
A. Harwood

Thanks for an excellent job guys.
Don F.

D. R. ADAMS

RECEIVED
STATE HWY ENGR
APR 19 '88
REFER TO
Adams
FOR

| Info | Letter | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

willing to spend the time to help us get the job done on this important litigation.

Very truly yours,

DAVE FROHNMAYER
Attorney General

DF/bw
7614T

cc: John R. McCulloch, Jr.
Thomas K. Elden

1705

4-26

# REPORT OF SETTLEMENT OR DISPOSITION
## CASES OTHER THAN CONDEMNATION

L- 8434

R- _____

Reported to Commission: April 1986

Name of Case: Fernandez v. State of Washington et al

Cause of Action: Negligence County: Clark, WA

Demands of Plaintiff: Over 20 million

Settlement: Dismissed on Summary Judgment

REMARKS:

Plaintiff sued in tort for damages for negligence in Clark County, Washington. Planintiff gained access to the I-205 Bridge within the state of Washington in an area known as the "Washington Approach" by evading the blocked off bike ramp and going up an interchange area and across five lanes of freeway traffic. He then proceeded to jog along the eastern side of the southbound lanes looking for an opportunity to hop over a Jersey barrier onto the bike path. Unfortunately, he picked a place over a road running parallel to the Columbia River where the bike path does not exist because it drops down to connect with bike trails below. This accident happened at night and plaintiff was rendered a paraplegic as a result.

On August 22, 1985 Judge Ladley granted our motion for summary judgement. The case is now on appeal. (See my closing memo of September 3, 1985 for full details)

Signature of Attorney

Tom Elden

Concurrence of Chief Counsel

cc: John McCulloch
[redacted]

STATE OF OREGON

# INTEROFFICE MEMO

TO: Mike Reynolds
Assistant Attorney General, Appellate

DATE: February 10, 1986

FROM: Thomas K. Elden
Assistant Attorney General, Trial

SUBJECT: Fernandez v. State of Washington, et al
Case No. 83-2-01720-7
File No. 125-073-L14482

RECEIVED
STATE HWY ENGR
FEB 12 '86
REFER TO
FOR
Info | Invest | R/D | O/R | Sign | Act | File

Mike,

Pursuant to our conversation on January 31, 1986, I have turned over the guts of the Fernandez file to you. I retain in my office the metal file cabinet and three boxes of materials as well as assorted diagrams, etc. I have the originals of many of the photos used if someone needs better definition to understand them.

If we had ever gone to trial, our main strength would have been the eyewitness who found Fernandez because Fernandez gave him two or three different versions of what happened over time (at the hospital, etc.). The smoking gun, if we ever went to trial, was that unknown to plaintiff, a couple of our employes almost fell into that hole during construction.

The documents are self-explanatory as to Oregon's involvement, but basically the place where the accident occurred was built by Peter Kiewett for the State of Washington. The issues are somewhat fuzzy concerning S & P's original designing of this structure when they were working for Oregon.

In any event, at the time of the accident, plaintiff had climbed over Washington's fence on the bike path ramp a couple of times, but on this occasion chose to ignore it, went around on the grassy approach, failed to heed various signs about motorists only, etc., and made his fatal mistake in jumping into the hole, which by the way in my belief is only about 37 feet off the ground, not 57 feet.

Other defendants: Tice Electric who worked for us, Peter Kiewett who worked for Washington, and Coral Construction Co. who was to put up the netting over the hole for Washington were all dismissed. My attempts to get other defendants to pick up our defense has as yet been unsuccessful.

Thus, there are three defendants: Washington, Oregon, and S & P. Our relationship with S & P continued over many years and involved not only the original design of the bridge but some consultation work, etc. S & P made the first motion for summary judgment but it was denied by the court. Extensive discovery followed, including our deposition of plaintiff which was done at our instigation and greatly helped our further efforts.

After plaintiff's deposition, Jeff Merrick and I had prepared a rather extensive motion for summary judgment using photographs in various places in the brief, etc. However, it was decided by all defense counsel that we would instead make a motion for partial summary judgment and our idea of using the photos in this way was picked up on by our co-counsel. The Doughtery case is the key case from other jurisdictions; the Lewis case I don't believe ever was mentioned (it is not helpful).

I have given you the large notebook of case authorities and also the documents which illustrate the following history: After S & P was unsuccessful, the three defendants made the motion for partial summary judgment and persuaded the judge to hold that not only was Fernandez a trespasser on the bridge but that he was unlawfully on the bridge, a point that I think may be of some importance if the trespasser distinction is ever eroded.

We next came in and said, "Alright, since he was a trespasser unlawfully on the bridge, no one owed him a duty other than to not act in a malicious manner, etc., and since there is no evidence of that, we win." The judge agreed. He further held that insofar as plaintiff was trying to argue that the State of Oregon had opened the bridge to vehicular traffic early, to the extent that this might have predicated any liability, the State of Oregon was immune because it was a discretionary decision. The judge also ruled that as a matter of law there were insufficient contacts to have jurisdiction over the State of Oregon and that comity dictated the same result. During the motions for summary judgment, plaintiff came in with a sort of counterargument requiring the court to find duty.

I have also given you at least one of the appellate briefs in the Younce case which is due to be argued February 12. Hugh Potter will send us additional materials because I think there is an amicus brief by the Washington Defense Attorneys Association.

My suggestion is that we get going, brief all the issues so that there can be a spillover and possibly affect the Younce case in our favor.

Plaintiff is a paraplegic. His sister, who I think is in the sheriff's office in Clackamas County, put out the word for a long time that he was going to make a lot of money on this case. I think the suit is for $20 million, and although the Belli firm in San Francisco is involved and Belli himself has been up to Washington and been in the news media concerning the case, the ball has been carried by the Sullivan firm in Washington, a very pretigious firm. Sullivan and Chris Otorowski were the main attorneys. Chris Otorowski did most of the work; Sullivan did some of the arguments. During the course of litigation, Sullivan had a heart attack, and I am not sure what his status is at this time.

Otorowski is a gentleman, very methodical, and as you can see, they put out an outstanding appellate brief. Howard Fisher from the State of Washington is also quite competent and very bright. Jim Thomas for S & P has flashes of brilliance but I don't think has it as much together as Howard Fisher or Otorowski. Hugh Potter is an excellent fellow to work with, and I think you will enjoy him very much. He is a University of Oregon Law School graduate, sharp, and is never afraid to state his mind and gets things said in a short period of time (you'll like that).

The black notebook containing our summary judgment was just as we presented it to the court, i.e., in a notebook. It also contains a couple of supplemental memoranda that we did, etc.

TKE/jep

cc: Walt Hart
Al Harwood
Ed Hunter
Risk Management
Hugh Potter

8434

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
SEP 03 1985

TO: Ed Hunter, Acting Highway Engineer
Department of Transportation

DATE: September 3, 1985

FROM: Thomas K. Elden
Assistant Attorney General

NOTED
JACK L. SOLLIS

SUBJECT: Fernandez v. State of Washington, et al
Clark County Case No. 83-2-01720-7
Our File No. 125-073-L14482

You have by now likely heard the outcome of the above-entitled case in which the Department of Transportation was sued for $20 million in the state of Washington because of plaintiff's unsuccessful attempt to jump from the bridge onto the bikepath. This accident occurred in the state of Washington; on August 22, 1985, the judge finally dismissed all remaining defendants including ourselves and expressly held that the State of Oregon had insufficient contacts with the point of the accident to be amenable to the jurisdiction of the Washington court. There is a possibility that the matter may be appealed.

Our primary trial team on this case was myself and Honors Attorney Jeff Merrick. I want to express my personal appreciation for the extensive cooperation of Highway and, of course, Jack Sollis throughout this litigation. We worked very closely with Walt Hart and Al Harwood. Both of these gentlemen not only have skills which I can only dream about as far as constructing massive structures of great importance and beauty but were extremely patient and cooperative in all of the various meetings, depositions, planning conferences, etc. They really went the extra mile and again typified the close cooperation between our division and the Department of Transportation. It was a privilege to work with them. Thank you very much.

p.s. We want to hold all records until we conclude the matter (if it is appealed).

TKE/jep

cc: John R. McCulloch, Jr.
Jack Sollis
Walt Hart
Al Harwood

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4400

February 15, 1985

Mr. H. Scott Coulter
State Highway Engineer
140 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Jack Sollis forwarded your questions and suggestions to me. Thank you for your careful review. I have incorporated your suggestions.

Regarding your question, it is important to explain in the Affidavit how you fit into the organizational scheme. It so happens that the law directs you to do exactly what you did. That, of course, helps us. Our general reference to the law in the Affidavit is appropriate. I will cite the specific statutes in the legal memorandum.

As we discussed on the phone, in this draft I have added two paragraphs regarding the purposes of the bridge. Enclosed are one original and two copies of the revised Affidavit.

Very truly yours,

Jeffrey S. Merrick
Assistant Attorney General

JSM/jep

Enclosures

cc: Jack Sollis (w/o enc.)

cy Bateman / Sollis / Have thoughts on affidavit - ASAP

RECEIVED
STATE HWY ENGR
FEB 19 '85
REFER TO
FOR

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON

IN AND FOR THE COUNTY OF CLARK

| | |
|---|---|
| RUSSELL XAVIER FERNANDEZ,<br><br>Plaintiff,<br><br>v.<br><br>STATE OF WASHINGTON, ex rel; DEPARTMENT OF HIGHWAYS; STATE OF OREGON, ex rel; DEPARTMENT OF TRANSPORTATION; PETER KIEWIT & SONS, a corporation; SVERDRUP & PARCEL & ASSOC., a corporation; TICE ELECTRIC COMPANY, a corporation; CORAL CONSTRUCTION COMPANY, a corporation; and DOES ONE THROUGH ONE HUNDRED, inclusive,<br><br>Defendants. | No. 83-2-01720-7<br><br>AFFIDAVIT OF H. SCOTT COULTER |

STATE OF OREGON )
) ss
County of MARION )

H. Scott Coulter, being first duly sworn upon oath, deposes and states:

1. I am the Oregon State Highway Engineer. As such, I head the Highway Division of the Oregon Department of Transportation.

2. The governing body of the Oregon Department of Transportation is the Oregon Transportation Commission. ("Commission"). Oregon law charges the Commission with responsibility for establishing Transporation Policy.

3. Division heads are responsible for, among other things, collecting, summarizing, and analyzing information concerning their responsibilities. Oregon law directs each Division to compile such information in a usable form for the Director of the

SALEM OREGON 97310
PHONE 378-4400

Department of Transportation and his superior, the Commission.

4. The Glenn L. Jackson Memorial (I-205) Bridge is a critical element in the National System of Interstate and Defense Highways. The Highway Act of 1956 envisioned a forty-one thousand mile network of highways to meet the needs of local and interstate commerce and of national defense. Planners designed the network based upon assumptions for traffic volumes on the individual arteries. If one artery were cut, then there would be an overload on the others.

5. Interstate 205, of which the bridge is a vital component, is a thirty-six mile traffic corridor beginning at Tualatin, Oregon, bypassing the cities of Portland and Vancouver, and reconnecting with I-5 north of Vancouver. Interstate 205 serves several important functions. It is an essential artery to move traffic efficiently in and around the cities of Portland and Vancouver. It reduces traffic pressure on the I-5 bridge. It provides an additional crossing of the Columbia River, promoting interstate commerce. It improves travel connections to Portland International Airport. It advances the congressional goal to meet the needs of local and interstate commerce and of national defense.

6. In November of 1981, U.S. Representative Sid Morrison (State of Washington) urged the Washington and Oregon Departments of Transportation to speed opening of the I-205 Bridge to alleviate congestion on the I-5 Bridge. In late 1981, other elected officials from Oregon and Washington also requested an

DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

early opening of the I-205 Bridge.

7. In December, 1981, Matrix Management Group, a Washington-based management consultant, studied the early opening, considered the daily traffic flows over the I-5 Bridge, and estimated the number of driving miles which an early opening would save. It concluded that an early opening could save motorists between $2 and $2.8 million in 6 months, and as much as $7.5 million over a year.

8. The Highway Division's Metropolitan Branch of the Oregon Department of Transportation conducted its own study to evaluate the costs and benefits of an early opening of the I-205 Bridge. The study predicted that approximately 6,000 vehicles per day would cross the Columbia River for shopping and recreational opportunities. It forecast a reduction of 2,000 vehicles during rush-hour on the I-5 Bridge, and a consequent reduction in the rush-hour itself from 2 and ½ hours to 2 hours. The study concluded that traffic on Oregon's Banfield Freeway west of 82nd Avenue would be reduced 900 vehicles per day, 6,500 per day during the Banfield's reconstruction.

The study forecast increased traffic on other roads in Oregon costing $2,350 to $3,700 per day. In addition, an early opening would require renegotiation of contracts and other costs of approximately $1.6 million. Offsetting costs and benefits, the study predicted monthly net benefits would approximate $572,000.

///

DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

9. Many people in many groups encouraged the State of Oregon to open its part of the I-205 Bridge, including 6 Washington State senators, Multnomah County, the Bi-State Policy Advisory Committee, the Metropolitan Service District, and many others

10. Since an early opening would have involved basic policy questions, I presented my findings to the Oregon Transportation Commission on January 19, 1982.

11. I informed the Commission that an early opening would save motorists approximately $28,600 every weekday and that congestion on the I-5 Bridge would be reduced. I informed the Commission that to accomplish the early opening, contracts would have to be renegotiated and an additional $1.6 million would have to be spent.

12. At the January 19, 1982 meeting, the Commission approved my recommendation to open the I-205 Bridge in December, 1982 rather than late in 1983.

FURTHER, YOUR AFFIANT SAITH NOT.

Dated this 25th day of February, 1985.

H. Scott Coulter

H. Scott Coulter

SUBSCRIBED AND SWORN to before me this 25th day of February, 1985.

Sharon Schwindt

Notary Public for Oregon
My Commission Expires: 4-14-88

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PHONE 378-4400

8705

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

**DEPARTMENT OF JUSTICE**
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

NOTED
H. S. COULTER
2-5-85

January ~~29, 1985~~

H. Scott Coulter
State Highway Engineer
140 Transportation Building
Salem, Oregon 97310

Re: Fernandez v. State of Washington, et al
Case No. 83-2-01720-7

Dear Mr. Coulter:

Enclosed are one original and two copies of our draft Affidavit. Please look it over and, if accurate, please sign and return the original and one copy to me. The other copy is for your information.

Thank you for your cooperation.

Very truly yours,

Jeffrey S. Merrick

Jeffrey S. Merrick
Assistant Attorney General

JSM:cg
Enclosures

RECEIVED
STATE HWY ENGR
JAN 31 '85
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FOR
Info | Invest | R/D | D/R | Sign | Act | File

2-5
Your review and recommendation and suggestions
My questions are ① (Page 1, line 25) should a statement about my legal responsibilities for engineering decisions be inserted?
② - (Page 2, line 8) Suggest identifying Matrix Mgt. Group as a Washington based Management Consultant
③ - (Page 2, line 14) Insert "Highway Division" before "Metropolitan Board"

January 11, 1985 LEG

Jeffrey S. Merrick
Assistant Attorney General
Department of Justice
Justice Building
Salem, OR 97310

Subject: Fernandez v. State, et al.

You directed a number of letters to members of the Oregon Transportation Commission and Oregon Department of Transportation similar to the one directed to me.

Several of these recipients have worked on a response.

Walt Hart will contact you directly to provide you the information available.

We are prepared to pursue discussion to assist you with the subject case.

Robert N. Bothman
Assistant State Highway Engineer

RNB:lks

cc H. S. Coulter
E. S. Hunter
Walt Hart
Jack Sollis

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

**DEPARTMENT OF JUSTICE**
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4400

December 28, 1984

RECEIVED
STATE HWY ENGR
DEC 31 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Robert Bothman
Department of Transportation
5821 N.E. Gleason
Portland, Oregon 97213

Re: Fernandez v. State, et al.

Dear Mr. Bothman:

The Department of Justice is defending the State of Oregon in a 20 million dollar lawsuit regarding an accident that occurred on the I-205 Bridge. One allegation of negligence involves the decision by the Oregon Transportation Commission to open the bridge to motor vehicles before the lights were complete. I understand that you were involved in the decision-making process.

One of the State of Oregon's defenses is that the decision to open the bridge early was a discretionary decision for which the State is immune from liability. To establish this defense, we must prove that:

1. The decision involved a basic governmental policy, program, or objective;

2. The decision was essential to the realization or accomplishment of that policy;

3. The decision involved an exercise of basic policy evaluation, judgment and expertise on the part of the governmental agency involved;

4. The governmental agency involved possessed the requisite authority.

To prove these four things, the State will have to show that the Oregon Transportation Commission carefully deliberated on the matter of the early opening, weighing the costs and benefits of an early opening. If you would be so kind, I would appreciate a letter from you detailing what costs, benefits, factors, pressures and other things which were weighed before deciding to

open the bridge early. From your letter, we might develop an affidavit to be used as evidence in a motion for summary judgment.

We are working under a time constraint. We would greatly appreciate a response to this letter by January 10, 1985.

Thank you very much.

Very truly yours,

Jeffrey S. Merrick
Assistant Attorney General

JSM:cg
cc: Tom Elden

8705

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4400

RECEIVED
STATE HWY ENGR
JAN 3 '85
REFER TO
FOR

December 28, 1984

Scott Coulter
Transportation Building
Salem, Oregon 97310

Re: Fernandez v. State, et al.

Dear Mr. Coulter:

The Department of Justice is defending the State of Oregon in a 20 million dollar lawsuit regarding an accident that occurred on the I-205 Bridge. One allegation of negligence involves the decision by the Oregon Transportation Commission to open the bridge to motor vehicles before the lights were complete. I understand that you were involved in the decision-making process.

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2. The decision was essential to the realization or accomplishment of that policy;

3. The decision involved an exercise of basic policy evaluation, judgment and expertise on the part of the governmental agency involved;

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To prove these four things, the State will have to show that the Oregon Transportation Commission carefully deliberated on the matter of the early opening, weighing the costs and benefits of an early opening. If you would be so kind, I would appreciate a letter from you detailing what costs, benefits, factors, pressures and other things which were weighed before deciding to

open the bridge early. From your letter, we might develop an affidavit to be used as evidence in a motion for summary judgment.

We are working under a time constraint. We would greatly appreciate a response to this letter by January 10, 1985.

Thank you very much.

Very truly yours,

Jeffrey S. Merrick
Assistant Attorney General

JSM:cg
cc: Tom Elden

8905

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

# DEPARTMENT OF JUSTICE

Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4400

December 14, 1984

Edgar S. Hunter
Highway Division
329 Transportation Building
Salem, Oregon 97310

Re: Fernandez v. State, et al

Dear Mr. Hunter:

Enclosed, for your information, are the State of Washington's answers to plaintiff's interrogatories.

Sincerely,

Jeff Merrick
Assistant Attorney General

JM/da

NOTED
E. S. HUNTER

CC Walt Hart
AC Hanwood
Jack Sodis
12/20

RECEIVED
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INTERROGATORY NO. 1. Please state with specificity what you understood to be the responsibilities of the Portland architectural firm of Blume, Selig and Oringdulph from 1970 to the present date in connection with the design, construction and engineering of the Bridge.

ANSWER: Unknown at this time. It is suggested plaintiff refer to State of Oregon's answer to this interrogatory.

INTERROGATORY NO. 2. Please state with specificity what you understood to be the responsibilities of the State of Washington from 1970 to the present date in connection with the design, construction and engineering of the Bridge.

ANSWER: The State of Washington was to approve State of Oregon's design and construction of the bridge. Subsequent agreement allowed the State of Washington to design and construct the Washington approach.

INTERROGATORY NO. 3. With regard to each and every individual below, please identify with specificity:

a. The employer of each and every below-listed individual;

b. His/her position(s) or job title(s) from 1970 to present;

c. The current address and telephone number of such individual;

d. The specific responsibilities of each individual with regard to design and construction and use of the bridge;



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1010 Hoge Building
Second & Cherry
Seattle, Washington 98104
(206) 682-8813

e. What, if any, role such individual played in connection with design, construction and use of the pedestrian walkway on the bridge.

(1) Walter J. Hart;
(2) Ray Bane
(3) Fred Blanchard;
(4) Edward L. Hart
(5) A.E. Johnson
(6) R. Jack Haalen
(7) Robert E. Oringdulph
(8) Hal Clinton
(9) Ed Shields
(10) Commander N.G. Nelson
(11) Dick Carroll
(12) C.T. Christianson
(13) Irvin Lloyd
(14) Herb Schell
(15) Roy Tokerude
(16) Ivan D. Merchant
(17) Alfred A. Arear
(18) Bob Schroeder
(19) H. Scott Coulper
(20) Floyd Query
(21) R.E. Simpson
(22) Burghardt
(23) George M. Baldwin
(24) Robert N. Bothman
(25) Hal Coynton
(26) R.W. Ellison
(27) Mr. E.J. Valachi
(28) P.C. Hendrichsen

ANSWER: Individuals listed as Nos. 1 through 8 are employees of either the State of Oregon or Sverdrup-Parcel. Those entities can best describe their respective employees' participation.

Nos. 9 and 10 are at this time unknown to the State of Washington. We suggest you refer to State of Oregon's answers to this interrogatory.

No. 11-Former District Engineer, WSDOT, Dist. 4, Vancouver, Washington (Ret.) Overall supervision of District 4 employees on planning and construction until his retirement in March 1981.

Nos. 12-27 - Refer to State of Oregon's answer. Defendant State of Washington has no additional information at this time.

No. 28 - district 4, WSDOT Location-Design Engineer and Construction Engineer with supervision of those employees until his retirement in 1982.



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INTERROGATORY NO. 4. Please explain your understanding, in narrative form, in chronological order, the evolution of the need for, design of, construction of, and implementation of the pedestrian walkway for each of the following years:

a. 1970
b. 1971
c. 1972
d. 1973
e. 1974
f. 1975
g. 1976
h. 1977
i. 1978
j. 1979
k. 1980
l. 1981
m. 1982
n. 1983
o. 1984

ANSWER: Please refer to State of Oregon's answer to this interrogatory. State of Washington's answer may be supplemented as investigation continues.

INTERROGATORY NO. 5. With regard to additional work on the bike path completed as of March 29, 1972, and for which the sum of $5,233.81 was paid for contract consulting amounts, please identify with specificity each and every drawing, recommendation,



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report, or other contractual document of any kind produced in connection with that additional work.

ANSWER: The requested information rests with the State of Oregon and Sverdrup-Parcel. Please refer to State of Oregon's answer to this interrogatory.

REQUEST FOR ADMISSION NO. 1. Please admit that the parapet rail section, with the rail, as built, exceeded the height of the median rail, as designed and built when measured from the same horizontal surface.

RESPONSE: Denied. It is not known to what plaintiff refers.

INTERROGATORY NO. 6. If you admit the foregoing, please state your understanding of the reasons for the differential in height.

ANSWER: Not applicable.

INTERROGATORY NO. 7. Please identify each and every document and/or file which you have in your possession in connection with the City of Portland's "Bicycle Path Task Force."



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(206) 682-8813

ANSWER: None, to the best of our knowledge at this time.

INTERROGATORY NO. 8. Please identify each and every document and/or file which you have in your possession in connection with the City of Portland's "Sensible Transportation Options for People."

ANSWER: None, to the best of our knowledge at this time.

INTERROGATORY NO. 9. Please identify with specificity the following information with regard to when you were first asked to perform work in connection with a pedestrian-bike pathway on the bridge.

a. The first date on which you were asked to do anything in connection with the bikeway;

b. Who asked you and in what capacity;

c. What documents purported to ask you to do anything;

d. What you understood your initial responsibilities to be;

e. What you did with regard to carrying out those responsibilities;

f. Your continuing involvement beyond those initial responsibilities; and

g. The name and address of each and every individual who had responsibilities within your organization for work on the bikeway.



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ANSWER: It is not possible to determine from this question who is the subject of the inquiry. All of the documents concerning WSDOT involvement are being made available to plaintiff. If specific names become apparent from those documents, plaintiff may later inquire.

INTERROGATORY NO. 10. Which consulting company's responsibility was it to design the Washington access ramp for the bike path?

ANSWER: Originally, Sverdrup-Parcel; subsequent to agreement amendment, Dykerhoff & Widmann, consultants to Peter Kiewit Sons.

INTERROGATORY NO. 11. Please state with specificity each and every reason, as you know them, for the Federal Highway Administration's originally denying space for the bicycle and pedestrian traffic on the bridge.



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ANSWER: It appears FHWA felt the cost outweighed the benefits.

INTERROGATORY NO. 12. What occurred after October 12, 1972 which caused the bike pathway to be reconsidered for inclusion in the bridge?

ANSWER: There was quite a bit of concern brought by various civic groups for inclusion of the pathway.

INTERROGATORY NO. 13. Please identify each and every individual present at a meeting on Tuesday, November 21, 1972, at 11:00 a.m. in the metropolitan engineer's office at 5821 N.E. Glisan Street, in Portland where the bikeway was discussed for the bridge, and please identify each and every document purported to reflect notes taken at that meeting or follow-up letters from that meeting.

ANSWER: The State of Wahsington knows of nothing which would contain the requested information at this time. Answer may be supplemented as investigation continues.



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(206) 682-8813

INTERROGATORY NO. 14: With regard to the foregoing interrogatory, did you contemplate at that time that the ramp for the center line mounted path would rise from the ground level below the elevated highway surface up to the grade of the highway surface without any covering or cyclone fencing between the two roadway surfaces above?

ANSWER: To the best of our knowledge at this time, yes.

INTERROGATORY NO. 15: With regard to the January 7, 1974 memorandum from Phillip Oakley to the file of the Oregon State Highway Division, at page 3, please state each and every reason that it was agreed to use Washington's rail configuration for the exterior rail with a height of 36 inches above finished pavement.

ANSWER: State of Washington cannot speak for other people's reasoning. Washington felt the rail adequate and asthetically acceptable.

REQUEST FOR ADMISSION NO. 2. Please admit that at the December 20, 1973 meeting between representatives of Sverdrup & Parcel, State of Washington, Federal Highway Administration and State of Oregon, it was agreed that the median rail would support a light hand rail extending 4'6" above the surface of the bike path.



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Second & Cherry
Seattle, Washington 98104
(206) 682-8813

RESPONSE: Previously objected to.

INTERROGATORY NO. 16: With regard to the December 20, 1973 meeting between the representatives of Sverdrup & Parcel, State of Washington, Federal Highway Administration and State of Oregon, please identify the reasons that the height of 2'8" for the median rail was not sufficient for safety.

ANSWER: At this time, State of Washington cannot say specifically what was discussed at said meeting. See State of Oregon's answer to interrogatory No. 19. WSDOT at this time has nothing to add.

INTERROGATORY NO. 17: Why was additional compensation requested by Sverdrup & Parcel for extra work involved in redesigning foundations for the bike path abutment?

ANSWER: Presumably because they were providing additional services. Can best be answered by Sverdrup-Parcel.

INTERROGATORY NO. 18: Why was a rail being considered in October 1977?

ANSWER: A rail was under consideration at times other than 1977. WSDOT at this time has nothing to add to State of Oregon's answer to interrogatory numbers 24 and 25. WSDOT may supplement as discovery continues.



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Second & Cherry
Seattle, Washington 98104
(206) 682-8813

INTERROGATORY NO. 19: (a) Was the rail a change from the original specifications? (b) Was the rail at that time proposed to be in the area where Mr. Fernandez fell?

ANSWER: (a) It is not clear what plaintiff is inquiring about;

(b) It is not clear to what time plaintiff refers.

INTERROGATORY NO. 20: Please identify with specificity the local, state and federal governmental requirements and guidelines used and applied specifically with regard to the design, construction and implementation of following items:

1. Bike pathway.
2. Cement barriers on either side of bike pathway.
3. Railing to be on top of cement barriers on either side of the pathway.
4. The approach on the Washington side of the bike pathway, rising to the grade of the road.
5. The need to have chain link "netting" or other barriers between the highway lanes where the bike pathway was not equal to the bridge grade where Mr. Fernandez fell.

ANSWER:

1. Refer to State of Oregon's answer to interrogatory No. 27.
2. See No. 1 above.
3. See No. 1 above.
4. The design of the bike path and structure are unique and are not specifically referred to in any of the generally governing publications used by WSDOT.
5. None.

INTERROGATORY NO. 21: Do you contend that Mr. Fernandez was in any way contributorily negligent?

ANSWER: Yes.



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Second & Cherry
Seattle, Washington 98104
(206) 682-8813

INTERROGATORY NO. 22: If your answer to the preceding interrogatory is in the affirmative, please state each and every fact on which you rely and identify each and every document supporting such fact.

ANSWER: Plaintiff knew or should have known that on the night in question the designated entrance to the pedestrian bike path was closed to the public. Plaintiff knew or should have known that pedestrians were prohibited on the bridge surface reserved for vehicular traffic. Plaintiff chose to jump over the median barrier in order to gain access to the closed bike path without stopping to see that which was there to be seen.

DATED this 12 day of October, 1984.

DANIEL F. SULLIVAN & ASSOCIATES

By _____
CHRISTOPHER L. OTOROWSKI of
Attorneys for Plaintiff

Answers to Interrogatories submitted this ___ day of _____, 1984.

STATE OF WASHINGTON )
THURSTON ) ss.
COUNTY OF KING )

PATRICIA M. BARON, being first duly sworn, on oath deposes and states: That I am an investigator for the State of Washington. That I have read the above



Daniel F. Sullivan & Associates Lawyers
1010 Hoge Building
Second & Cherry
Seattle, Washington 98104
(206) 682-8813

and foregoing Answers to Interrogatories and know the contents thereof and believe the same to be true.

Patricia M Baran

SUBSCRIBED AND SWORN to before me this 4th day of December, 1984.

Dan G. Daniel

NOTARY PUBLIC in and for the State of Washington, residing at Olympia.

State of Washington)
County of Thurston)
TODAY COPIES OF THIS DOCUMENT WERE
MAILED TO THE ATTORNEY OF THE
ATTORNEYS FOR all parties
Suzette M Brown
Subscribed and sworn to before me this
December 5, 84
W Howard Fischer
Notary Public for the State of Wash.
residing at Olympia

PLAINTIFF'S INTERROGATORIES AND REQUEST FOR ADMISSION PROPOUNDED TO DEFENDANT STATE OF WASHINGTON -- 16 AND ANSWERS THERETO

Daniel F. Sullivan & Associates Lawyers
1010 Hoge Building
Second & Cherry
Seattle, Washington 98104
(206) 682-8813

$ 9 c 5

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

# DEPARTMENT OF JUSTICE

Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4400

December ~~11~~ 12, 1984

Edgar S. Hunter
Highway Division
329 Transportation Building
Salem, Oregon 97310

Re: Fernandez v. State of Washington, et al

Dear Mr. Hunter:

Enclosed is my letter of December 10, 1984 to other Highway Division personnel. I intended to, but neglected to address a copy to you. Please review the letter. I would welcome any input you might have.

Thank you.

Very truly yours,

Jeffrey S. Merrick

Jeffrey S. Merrick
Assistant Attorney General

JSM:cg
Enclosure

Mr Merrick 12-12-84
I have no input at this, however, I have discussed your letter with Walt Hart. He has started gathering the information and background material you requested and it will be ready within two weeks.
Ed Hunter

cc Walt Hart
12-13-84

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DEC 12 '84
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FOR
Info | Init | R/D

December 10, 1984

Walter J. Hart
Highway Division
329 Transportation Building
Salem, Oregon 97310

Allan Harwood
Highway Division
9002 S.E. McLoughlin Boulevard
Milwaukie, Oregon 97222

Edward Hardt
Highway Division
9002 S.E. McLoughlin Boulevard
Milwaukie, Oregon 97222

Re: Fernandez v. State of Washington, et al

Gentlemen:

We need your help in developing and proving our case. Tom Elden has asked me to determine possible sources of liability and our best responses to them. I see the following contacts with the Washington end of the bridge which plaintiff might raise against us:

1. Oregon hired and paid Sverdrup & Parcel to design the bridge and the bike path.

Generally speaking, an employer is not liable for the acts of an independent contractor. However, liability does arise if we retain control over the workplace, are negligent in hiring, or furnish the plans and specifications ourselves. We will need an affidavit from someone (I guess Mr. Harwood would be the best for this) showing (a) Oregon was not negligent in hiring S & P by stating why S & P was selected; (b) that they had complete control over their design work within broad guidelines supplied by Oregon; (c) that they developed their own plans and specifications rather than merely following those of Oregon. What I need on this is a letter covering these issues. I will then work the letter into an affidavit which will include other issues as well.

2. Oregon designed the lights on the Washington bike path approach.

We understand that Oregon designed the lights on the Washington end of the bike path approach. This tie to the Washington end should not create liability since the lights were not turned on at the time. However, it would be helpful to know the extent of our involvement here. Was it just those four lights attached to the underside of the west span over the bike path?

3. Oregon agreed to maintain the bridge.

Again, this tie to the Washington end should not be of great concern since at the time Fernandez jumped, the bridge was "as nearly as possible in its 'as-constructed' condition." However, I need your written thoughts about whether we had any maintenance duties regarding the bridge itself at that time; any duties regarding maintenance for construction; whether Kiewit or Tice would be "maintaining" at that time and place.

4. The Oregon Transportation Commission opened the bridge to motor vehicle traffic before completion of the bike path.

As I understand it, this is our most substantial tie-in with the Washington end. Our response will focus on two legal theories. First, we will argue that opening the bridge early was not a negligent act (i.e., was not conduct which falls below a standard established by law) because it is common to open unilluminated bridges to motor vehicle traffic only. To prove that this is common, I will need evidence that Oregon and other states have many, if not hundreds, of unilluminated bridges which are open to motor vehicles only. Persuasive evidence of this would be a list of all bridges in the state which are open to motor vehicles only divided into two categories, illuminated and unilluminated. In his deposition, Fred Blanchards noted three major unilluminated bridges which are open to motor vehicles only. It would be helpful if we could get some sort of list of other major unilluminated bridges. Who at the Department of Transportation would be best for an affidavit regarding how common it is to have unilluminated bridges and how expensive it would be if Oregon had to illuminate every bridge in the state?

Our second attack against the early opening of the bridge is to claim that it is a discretionary decision for which there is sovereign immunity. Under Washington law, in order to qualify for this immunity we must show that the state considered the risks and advantages of opening the bridge early against those of it keeping it closed, taking into account safety, economics, and other considerations. Specifically, the court will ask four questions to determine whether our decision is immune from liability:

1. Does the challenged decision necessarily involve a basic governmental policy, program, or objective?

2. Is the questioned decision essential to the realization or accomplishment of that policy?

3. Does the decision exercise the basic policy evaluation, judgment and expertise on the part of the governmental agency involved?

4. Does the governmental agency involved possess the requisite authority?

On this point, it is essential that we find the documents showing that the Oregon Transportation Commission carefully deliberated on this matter, weighing the costs and benefits of an early opening. Minutes of meetings, letters from legislators and others who lobbied to open the bridge early, and other documents would be very helpful. As I understand it, the members of the Oregon Transportation Commission at that time were Yturri, Walsh, Brix, Dwyer, and Guistina. If that list is not accurate, please notify me.

Those are the four contacts I see with the Washington end of the bridge and my responses to them. So that we can anticipate plaintiff's arguments, please notify me of any other contact we had with the Washington end.

Please take a few minutes to consider the ideas I have raised in this letter. I will be calling you within the next two weeks to get your ideas on these issues.

Thank you very much for your cooperation on this tedious case. Also, please keep in mind Tom's previous requests. We want to try to show our contacts with Washington are too limited for jurisdiction to attach in any event.

Very truly yours,

Jeffrey S. Herrick
Assistant Attorney General

JSM/jep

cc: Tom Elden
Hugh J. Potter
Howard Williams

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

**DEPARTMENT OF JUSTICE**

Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4400

December 4, 1984

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
DEC 5 '84
REFER TO
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| | | | | | | |

Walter J. Hart
Highway Division
329 Transportation Building
Salem, Oregon 97310

Allan Harwood
Highway Division
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Re: Fernandez v. State of Washington, et al

As you can see from the enclosed heavy packet of materials (which I am sending to just about everybody because I think they are of extreme importance), the plaintiff is taking a strong position against S & P. The stronger the position against S & P, the less likelihood that the State of Oregon is going to get tagged.

If you take the time to wade through these documents, you will see that the emphasis is on the failure to have signs around the interchange as well as specific design considerations.

By a previous letter, I have requested that we get going on certain specific items to collect documents for discovery. In a short while, plaintiff will be wanting to spend some days going through our boxes and boxes of documents in this case. I do not want to be caught short and have him going through materials that we are not fully conversant with ourselves. It is absolutely essential that in addition to my other request that we immediately collect up in one place, in Salem if possible, the entire materials that would relate to this bridge. I would also think we would need to have someone culling through this material who has an eye for what to look for. In addition to the specific

areas I have already enumerated, I think it is necessary that we have some general idea of what sort of materials we have. Obviously items that deal with the construction of the bridge out in midstream, etc. are not crucial; but all those documents that deal with the design considerations of the bridge and its railings, etc. may be important. It may be impossible to separate the wheat from the chaff, and therefore I think we have to get going, and even though we may be engaging in overkill, to have someone start organizing these materials. Jeff Merrick will be available for consultation on this.

Al Harwood has mentioned putting the documents on some sort of computer list. While I like the idea of modernization and a streamlined approach to things, I think that what will ultimately happen is that there will be a few notebooks of significant key documents which will be three-hole punched and organized in chronological fashion. It would be much more manageable for me to have the documents that seem to pertain to this case separated out in that manner than to spend the resources in having every single document listed on a computer run. On the other hand, if we have someone going through this material and a computer run is generated, that would certainly be helpful.

The bottom line is that we have to get going fast on the specific areas that I wanted documents collected on, but we must also start organizing this material in general, not only for ourselves but for plaintiff's attorney so he may wade through it.

I will want to have a meeting very soon to discuss the ramifications of plaintiff's arguments as contained in the attached documents. It is also extremely important to our tender offers to S & P to know whether or not they did do any consulting work regarding the Washington end of the bridge. I need to know this right away.

Walt and Al also have to start thinking about the fact that they will soon be deposed. Our position is quite clear. We built a bridge across the Columbia River, but our contacts with the Washington end were minimal. It may be that we paved, and it may be that we had a contract with somebody to design some lights. It may also be that we put up one sign down at that end. But I want to have it absolutely clear that the extent of our involvement, except for engineering necessities, stopped at the Washington line.

I think it would be extremely helpful if Al would give us some sort of a narrative statement of his recollection as to how the whole business about putting the net over the bike path came about.

What I am concerned about is that plaintiff's "human factors" expert is going to be testifying that not only did plaintiff approach the bridge in a logical way but that what happened to him could have happened to anyone and that we were not "Johnny-on-the-spot" when an engineering solution later did prove economical and feasible. So far, however, I think the bulk of the decision-making and any failure to erect the net sooner must be laid at the feet of Washington State, as well as the failure to have more signs around the interchange telling people not to get up onto the bridge.

If there is any doubt that we are concerned about this and in need of a lot of extra cooperation, you should be aware that one court appearance in the state of Washington took about seven hours, during which time I was present and our Washington attorney was present at the cost of $90 an hour. This is an extremely involved case, and the pressure is on us to get things ready now, because with some luck Jeff and I may be able to pull us out on a combination of jurisdictional defense as well as a defense that we did not owe this plaintiff any duty since he was a trespasser on our bridge and Oregon had no involvement. But we have to plan for the eventuality that things may not work out this smoothly, and that is why we do have to get going on organizing these documents and specifically finding the documents that I mentioned in my last memo.

It is also apparent that we have to focus on S & P's responsibilities from their original design considerations. If in fact S & P is made to stay in the case and it is on a basis that it is their design problem which led to the ability of someone to fall through that hole, then it certainly seems to me

that we have a better tender of defense situation toward S & P. Along this line, I am thinking about the purpose of the rails along the bike path, whether they were to keep pedestrians in or out, etc. Thanks for your cooperation. It is a privilege to work with you.

Sincerely,

Thomas K. Elden
Assistant Attorney General

TKE/jep

cc: Jack Sollis (w/enc.)
John R. McCulloch, Jr. (w/o enc.)
Ed Hunter (w/enc.)
Dave Black (w/enc.)
Jeff Merrick (w/o enc.)

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
DEC 5 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TO: File

DATE: December 3, 1984

FROM: Thomas K. Elden
Assistant Attorney General

SUBJECT: Fernandez v. State of Washington, et al.
Washington State Superior Court No. 83-1-01720-7

As of November 30, 1984, Jeff Merrick and I are gradually getting a handle on this case. It is apparent that when plaintiff does discovery on the state documents that we will have to have them in order and we are probably going to have to organize the files more completely than we would wish to do otherwise. Accordingly, we will be requesting Highway to not only look at specific areas for documents, but to organize the file generally exclusive of construction details that do not pertain to the Washington end of the bridge or to the bike path, etc.

On November 30, 1984, defendant Coral Construction Company submitted its motion for summary judgment and it was indicated that plaintiff would not oppose an order entering summary judgment for Coral which order will probably be entered January 15, 1984.

S & P made an excellent argument for summary judgment through their attorney, Mr. Thomas. My only concern was that the carefulness of the preparation will, of course, tip off plaintiff who has not yet been deposed.

In an extremely revealing exchange of documents, it is quite clear that plaintiff, in attempting to keep S & P in the case, has put great weight on design considerations as well as considerations surrounding the lack of signing in the interchange area itself. Plaintiff is, as predicted, relying on "human factors" to try to show that what plaintiff did was reasonable.

Mr. Thomas' argument for S & P was quite interesting. (Mr. Thomas told me that S & P has no as is drawings after 1977 and had nothing to do with consultation work for us at the Washington end of the bridge -- in other words, they claim that while they designed the original structure, they did no further reevaluation of the Peter Kiewit value engineeing. Our personnel in Highway have indicated a differnt scenario but at the moment plaintiff and S & P do not seem to be pushing that aspect.)

NOTED
E. S. HUNTER

81-126-1387

Mr. Thomas objected to human factors expert Brenner's affidavit as hearsay and that Brenner is not licensed in Washington. Mr. Thomas asked the court to publish the two depositions of the S & P personnel and submitted more pages from those depositions. Mr. Thomas argued that plaintiff went up a bank to gain access to a four lane interstate highway, then crossed over to the fast lane. He argued there was no falling and that the plaintiff is not a pedestrian. He claimed the accident did not happen on SR-14, but that the entire clover leaf was designed by the State of Washington. He also argued S & P in Oregon had not involvement with the clover leaf. He felt lighting considerations were not relevant since the lights were not on. S & P contends that Washington did its own lighting at its end and Oregon did its lighting at its end. He said the same applied to signing. Mr. Thomas was confused on the location of Pier 1 and said that S & P designed up to Pier 1 but that it was south of the clover leaf. In fact, it appears that the Pier is north of where the accident occurred.

Mr. Thomas claimed there was no implied invitation to come on to a limited access interstate freeway. Neither counsel seemed to have any cases regarding joggers on interstate freeways and this may be a matter for research when we can get a law clerk available. Mr. Thomas emphasized that there were no signs directing plaintiff to go up the embankment to get on to the freeway in derogation of the blocked off bike ramp. Mr. Thomas argued that S & P had had no contact with Peter Kiewit or their consultant. Mr. Thomas argued the bike path itself was not even involved in this accident, that it is a case of a plaintiff jumping off of a bridge without looking. Mr. Thomas indicated there was no duty and that this is not an attractive nuisance. Mr. Thomas argued that the New Jersey barrier is not designed to throw back people onto a bridge, but to keep cars in. The New Jersey barrier was not designed to keep people from vaulting over it. Mr. Thomas said that the plaintiff could not have it both ways. Either he did not look or when he looked and his senses told him something different, that this is nonsence. Plaintiff is the sole proximate cause and you must look before you leap.

Plaintiff's counsel argued that S & P went to the abuttment, which is probably correct. He claimed Mr. Thomas made a good jury argument (Both Mr. Potter and myself think it is going to be a miracle if S & P can get out on summary judgment given the factual issues.) Mr. Otoroski for plaintiff indicated that the federal government in Washington agreed there was a design problem relating to protecting the area where the bike path drops down and that Washington agreed to design a net which was later installed and that this indicates the feasibility in the first place. Mr. Otoroski argued that S & P's original design considerations had never been changed substantially by Peter Kiewit and that S & P had not given any consideration to what would happen if pedestrians were on the bridge. Plaintiff's counsel, in what I thought was an extremely shallow argument, indicated the plaintiff had seen the 2,000 people on the bridge at the ribbon cutting ceremony and therefore assumed that he could be on the bridge any place he wanted. Plaintiff's counsel indicated that the court should not address at this time whether Fernandez was a trespasser or not, that that was a jury question to which Mr. Thomas replied that it was a matter of law.

Mr. Otoroski indicated that S & P should have provided for pedestrians because in their 1972 early studies, S & P recognized that people would want to cross over the barriers.

In rebuttal, Mr. Thomas indicated that the rails along the bike path were to keep people from falling out into the traffic and that the design of the Washington end had apparently changed. Plaintiff made his final rebuttal that a pedestrian is any person on foot and that the barrier should have been higher.

Regardless of whether S & P wins or loses, the emphasis that plaintiff was making may not leave him much room to come back and say that somehow this was the State of Oregon's fault.

TKE/jep

cc: Jeff Merrick
Hugh Potter
Dave Black
Jack Sollis
Walt Hart
Ed Hunter
Al Harwood
Howard Williams

FRED2/CLO/HMS

Rec 1/13/84

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON
IN AND FOR THE COUNTY OF CLARK

| | |
|---|---|
| RUSSELL XAVIER FERNANDEZ,<br><br>Plaintiff,<br><br>vs.<br><br>STATE OF WASHINGTON, ex rel; DEPARTMENT OF HIGHWAYS; STATE OF OREGON, ex rel; DEPARTMENT OF TRANSPORTATION; PETER KIEWIT & SONS, a corporation; SVERDRUP & PARCEL & ASSOC., a corporation; TICE ELECTRIC COMPANY, a corporation; CORAL CONSTRUCTION COMPANY, a corporation; and DOES ONE THROUGH ONE HUNDRED, inclusive,<br><br>Defendants. | NO. 83-2-01720-7<br><br>AFFIDAVIT OF EDWARD M. STEVENS IN OPPOSITION TO DEFENDANT SVERDRUP & PARCEL'S MOTION FOR SUMMARY JUDGMENT |

STATE OF WASHINGTON )
) ss.
COUNTY OF KING )

Edward M. Stevens, being first duly sworn upon oath, deposes and states:

1. I am a duly licensed and practicing engineer in the State of Washington and have been so employed under license No. 12075 since 1970.

2. I have been retained by counsel for plaintiff in the above-captioned matter, to consult with and serve as an expert in examining the design of the Glen Jackson Bridge and the



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pedestrian walkway. I submit this affidavit based on my own personal knowledge and am competent to testify to the matters contained herein.

3. I have personally visited and examined the Glen Jackson Bridge, specifically for the purpose of examining the area where the plaintiff in this matter fell and was paralyzed, and to examine the layout of the bicycle path, its access ramp, and the lighting and median barrier on the bridge.

4. I am familiar with the standard specifications for highway bridges adopted by the American Association of State Highway Officials and am familiar with the standards of my profession in connection with design and construction of bridges such as the Glen Jackson Bridge.

5. I attach, for the court's convenience, and incorporate herein by reference, a copy of my Curriculum Vitae which is identified as Exhibit A.

6. I have reviewed the drawings prepared by Sverdrup & Parcel in the area where Mr. Fernandez fell and have reviewed the as-built drawings of that area. In addition, I have examined the general layout, as designed and as built.

7. In connection with this matter, and as part of the scope of my responsibilities of employment, I have reviewed publications generally within the engineering profession as they relate to bridge design and construction. it is my understanding that Sverdrup & Parcel was retained by the State of Oregon in



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1970 and worked as a design engineer and consultant until approximately 1976 when the contract was let to construct the bridge.

8. It is further my understanding that Sverdrup & Parcel produced the construction plans from which the contracts were let and the project was bid.

9. It is clear to me that Sverdrup & Parcel produced the final design of the bridge, although certain aspects of it were changed by Peter Kiewit & Son during construction and as part of change orders and the "value engineering" clause in the contract.

10. I am of the opinion that, with regard to the area where Mr. Fernandez fell, specifically the access ramp, the lighting design, the median barrier height, the approach and the lack of any railing or safety netting between the median barriers, is built as Sverdrup & Parcel designed it, with no material changes.

11. The significant changes between S & P's design and the bridge as built were with regard to the number of concrete piers supporting the bridge, which was reduced, and the length of the spans between the piers, neither of which had any bearing on the design of the area where Mr. Fernandez fell.

12. In my experience as a bridge and highway engineer, and based on my review of the plans and drawings, my experience and my review of the site, I am of the opinion that Sverdrup & Parcel breached the accepted standard of design for the area where Mr. Fernandez fell by not specifying a higher median barrier, railing, or some kind of safety netting as was finally installed. In my opinion, S & P did not comply with that degree of skill and



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learning required of a similarly situated engineer in the State of Washington or Oregon.

13. I am apprised of the various provisions of the AASHTO policy on design of urban highways and believe that Sverdrup & Parcel failed to adequately consider provisions within that manual in its design of the bridge and the pedestrian/bike pathway in the area where Mr. Fernandez fell.

14. In my opinion, it is a breach of the standard of similarly situated engineers not to consider the possibility of pedestrians in the median area on a bridge and to design appropriate safety features to prevent serious injury. In my opinion, the unprotected area where Mr. Fernandez fell constituted an unreasonably dangerous condition which need not have existed had proper design been used by Sverdrup & Parcel.

FURTHER, YOUR AFFIANT SAITH NOT.

DATED this 28 day of November, 1984.

Edward M. Stevens
EDWARD M. STEVENS

SUBSCRIBED AND SWORN TO before me this 28 day of November, 1984.

NOTARY PUBLIC in and for the State of Washington, residing at Seattle.



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BYRNE-STEVENS & ASSOCIATES
ENGINEERS, INC.

# CURRICULUM VITAE

## Edward M. Stevens, P.E.

1. Name: Edward M. Stevens

2. Address: Home 7747 Long Lake Court S.E.
Olympia, Washington 98503

Office 1000 E. Union, Suite B
Olympia, Washington 98501

3. Family: Wife - Andrienne M. Stevens

Children - Nannette Marie, Age 16
Edward Jr., Age 12

4. Education:

High School - Hoquiam High School 1957 - 1960

Jr. College - Grays Harbor Jr. College
1960 - 1962, Associate of Science degree

College - Washington State University
1962 - 1964
Saint Martin's College
Olympia 1965 - 1966
Bachelor of Science Degree in Civil Engr.

5. License: Professional license in civil engineering in State of Washington 1970 #12075

6. Technical Experience:

1962 - 1964 During my schooling period, I was fortunate to gain a sound engineering background by working part time and eventually full time for the engineering departments of the city of Aberdeen, Port of Grays Harbor, and consulting firms in the Aberdeen area. My duties consisted of Party Chief in charge of layout and control for pier complexes and industrial sites, design of minor storm and sanitary sewer projects, and staking of many highway and highway related projects

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Curriculum vitae cont:

1964 - 1965 I worked as a Highway Tech. 4 for the Washington Department of Highways, responsible for the construction staking of various projects.

Upon graduation from college, I was offered a full scholarship in Sanitary Engineering from the Portland Cement Association, but accepted a position with the Washington State Department of Highways because the local draft board denied further education.

7. Professional Experience:

1/66 - 5/67 Highway Engineer I Washington State Highways

My responsibilities and duties included design and inspection of hydraulic structures, design of storm and sanitary sewers, grade inspector, and work in design phases of highway location and party chief of survey crew. My location was Aberdeen, Wa.

5/67 - 5/69 Highway Engineer II Washington State Highways

As a Highway Engineer II, my duty was a plans engineer at District #3 Headquarters office in Tumwater. My responsibilities included reviewing contract plans and insuring their compliance with county and city requirements, state specifications, and commission policy. I wrote Special Provisions and supervised the drafting of all contract plans. Alsc included was the computation of contract estimates and the preparation of all agreements.

5/69 - 6/73 Highway Engineer III

In this position I was responsible for the administration of construction projects, the design of projects, and the preparation of design reports, right of way plans, and contract plans. Among the projects I have designed is the Shelton By-Pass in Mason County, a four lane freeway facility with three interchanges and seven structures

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ENGINEERS, INC.

Curriculum vitae cont:

This project entailed coordination with state, county and city agencies with respect to local planning, drainage, utilities, route location, preservation of county and city arterials, and environmental impact. I was responsible for the design report and right of way plans as presented at public hearings and supervised the compilation of the construction plans and estimates.

I have acted as Contract Administrator on such construction projects as the Skookumchuck River Bridge project, the Weaver Creek Bridge and approaches project, and the Old Nisqually Road to North Fort Lewis Safety Improvement Project on I-5.

I designed the Scatter Creek rest area, the future Old Nisqually Interchange rest area, and the Marvin Road interchange, all located on Interstate 5.

As a Highway Engineer III, I was also responsible for appearing in court on several occasions and providing expert testimony as related to the design of highway facilities as to their operational and safety aspects.

7/73 - 1/76 Associate Engineer - Patrick J. Byrne & Assoc.

As an Associate Engineer I was responsible for all aspects of the civil engineering field such as highway design and contract administration, the design of water and sewer treatment works and field investigations concerning soils, geology and hydrology. Our firm is the Town Engineer for the towns of Yelm, Eatonville and the water and sewer districts of McKenna and Elbe and in that capacity I am responsible for the compilation and administration of the town's street and highway programs.

BYRNE-STEVENS & ASSOCIATES
ENGINEERS, INC.

Curriculum vitae cont:

1/76 to present Principal Byrne-Stevens & Associates, Engineers, Inc.
Responsible for all aspects of the planning, design and construction of civil engineerg studies and projects. In particular, I am responsible for the various traffic and highway transportation studies and projects related to residential, commercial and industrial developments.

Since 1971, I have on several occasions appeared in court as a qualified expert in the field of highway design, operation and maintenance. The scope of the testimony has been related to condemnation actions, accidents occuring with motor vehicles including passenger cars, freight trucks, and motorcycles and bicycles. I have testified both at the request of the plaintiff and defendant and have been retained by public agencies such as the Washington State Department of Highways, Thurston, Snohomish, and Whatcom Counties.

8. Professional Societies:

   a. American Society of Civil Engineers (ASCE)

   b. Institute of Transportation Engineers (ITE)

   c. Consulting Engineers Council of Washington (CECW)

   d. Transportation Research Board (TRB)

9. Recent Traffic Studies:

Recently I have accomplished traffic engineering studies including one for a K-Mart complex located near Aberdeen, Washington on SR 12 and a study for Lumbermen's Wholesale/Retail shopping complex located in the southeast quadrant of the Black Lake Interchange on Highway 101.

The K-Mart complex included approximately 70,000 square feet of building area and the Lumbermen's complex included 20,000 square feet of building area.

Curriculum vitae cont:

Design of facility layout including parking, cash machine vehicle entrance and lane storage analysis for Olympia Federal Savings and Loan Association located in Lacey, Washington.

10. Short Course Education

Attended a seven day short course at Northwestern University, September 1979, entitled "Traffic Analysis of Commercial Complexes".

In November, 1980, attended a seven day short course at Northwestern University on the planning and operation of transit systems.

In February, 1982, attended a three day short course at Northwestern University on the legal liability and the highway professional.

In August, 1983, attended a five day short course at the Massachusettes Institute of Technology (M.I.T.) Cambridge, Massachusettes, entitled "Transportation Systems Analysis - Traffic Volume Forecasting".

Rec'd 11/30/84

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON
IN AND FOR THE COUNTY OF CLARK

RUSSELL XAVIER FERNANDEZ,

Plaintiff,

vs.

STATE OF WASHINGTON, ex rel; DEPARTMENT OF HIGHWAYS; STATE OF OREGON, ex rel; DEPARTMENT OF TRANSPORTATION; PETER KIEWIT & SONS, a corporation; SVERDRUP & PARCEL & ASSOC., a corporation; TICE ELECTRIC COMPANY, a corporation; CORAL CONSTRUCTION COMPANY, a corporation; and DOES ONE THROUGH ONE HUNDRED, inclusive,

Defendants.

NO. 83-2-01720-7

PLAINTIFF'S MEMORANDUM IN OPPOSITION TO DEFENDANT SVERDRUP & PARCEL'S MOTION FOR SUMMARY JUDGMENT

Comes now the plaintiff, by and through his attorneys of record, Daniel F. Sullivan & Associates, and does hereby submit this memorandum to the court in opposition to defendant Sverdrup & Parcel's motion for summary judgment.

I.

SUMMARY OF DEFENDANT SVERDRUP & PARCEL'S POSITION

Defendant Sverdrup & Parcel is an engineering firm headquartered in St. Louis, which designed the Glen Jackson Bridge connecting Washington and Oregon. Sverdrup & Parcel (hereinafter referred to as "S&P") asserts the following as "uncontroverted" facts which it contends entitle it to be



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dismissed from this lawsuit:

1. S&P had no contractual duties pertaining to final design of the Washington approach.

2. S&P did not undertake or oversee actual construction of the Washington approach.

3. Some entity other than S&P performed the final structural design, roadway illumination and final signing.

4. Plaintiff knew the designated entrance to the pedestrian bike path was closed.

5. Plaintiff jumped over the median barrier to gain access to the bike path while never stopping to look.

In addition to those "uncontroverted" facts, S&P claims, as set forth in its memorandum, the following:

A. S&P breached no duty and in fact met all state and federal standards.

B. Plaintiff Russell Fernandez was a trespasser and S&P's only duty to Fernandez was to refrain from willful and wanton injury;

C. Fernandez had a duty to make use of his own faculties.

D. Any design discrepancies were not the proximate cause of Fernandez's fall.

E. Fernandez's jump was a "dare devil act" which allegedly constituted the sole proximate cause of his injuries.



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II.

SUMMARY OF PLAINTIFF'S POSITION

Plaintiff has brought this action against defendant S&P, together with other defendants, seeking to be compensated for severe injuries sustained when Russell Fernandez fell 57 feet between the parallel southbound and northbound structures of the Glen Jackson Bridge in the area where the pedestrian bicycle path access ramp descends from the bridge level down to ground level at State Highway SR 14. Fernandez has been paralyzed from the chest down since the fall in January 1983. Plaintiff asserts for legal liability over and against defendant S&P as follows:

1. S&P as the design engineer, was negligent in its design of the bridge.

2. S&P owed a duty to Fernandez to design a bridge structure that would not be unreasonably dangerous for pedestrians who found themselves on the bridge structure.

3. Defendant S&P breached its duty to Fernandez and failed to consider and recognize safety design principles with the degree of skill and learning required of similarly situated engineers in the State of Washington or Oregon.

4. As a direct and proximate result of S&P's negligence, Russell Fernandez is permanently paralyzed.

III.

DESCRIPTION OF BRIDGE-AREA WHERE FERNANDEZ FELL

The Glen L. Jackson Bridge was first conceptualized in 1969 and took some 14 years to design and construct. As an integral



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part of the design and construction of the bridge, there is a bike path approximately 9 feet wide which lies between the northbound and southbound structures. The bridge is designed to be part of the Interstate System 205 and overpasses SR 14. Vehicular access to the bridge from SR 14 is had through a "half cloverleaf". Access to the bike path on the bridge occurs immediately underneath the bridge and adjacent to the southern boundary of eastbound SR 14. The attached photocopies, (Exhibit A), generally depict the access ramp to the pedestrian bike path, the type of concrete barrier used on the bridge (Exhibit B), the area where Mr. Fernandez fell (Exhibit C), and the spot where Fernandez gained access to the bridge (Exhibit D). These photographs are affixed to "as built" drawings of the SR 14 interchange. The red lines show the basic angle of view of the photograph and where the red lines intersect, that is approximately where the picture was taken from.

The following terms will be used in this memorandum and it is important to have a clear understanding of them. They are defined, for purposes of this case and for deposition references, as follows:

1. Median: That area between the northbound and southbound lanes of travel. Almost the entire median is occupied by the pedestrian bike path.

2. Median Barrier: A concrete barrier (as seen in Exhibit B) which measures 2'8" from the road surface to the top of the concrete portion. An additional metal rail is located on



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top of the median barrier, the entire length of the bridge except where Fernandez fell.

3. Parapet Rail. This is the outer barrier on either side of the northbound and southbound structures. The parapet barrier is 36 inches in height as measured from the surface of the roadway.

4. Access Ramp: The incline surface going from ground level next to SR 14 and curving up on an incline, underneath the bridge up to the road level of the bridge.

5. Cloverleaf: That portion of the access from westbound SR 14 curving approximately 270 degrees and placing a motorist southbound on the bridge. This is as depicted with the photographs in Exhibits A through D.

IV.

ADDITIONAL BACKGROUND FACTS NOT SUPPLIED IN S&P'S MEMORANDUM OF AUTHORITIES

1. At the time of inspection by the U.S. Department of Transportation on June 25, 1982, a safety problem was discussed where there was no protective screen or rail where the bike path descends below the deck level. This was where Fernandez fell.

2. The State of Washington drew up plans for such a safety net, which plans were complete as early as December 1, 1982, yet did not authorize the safety netting to be constructed to correct the dangerous condition until March of 1983.

3. The bridge was opened to vehicular traffic on December 15, 1982. The lighting on the bridge was not yet functional.

4. Fernandez saw on the evening news that the bridge had



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opened and observed that there were bicyclists and joggers on the pedestrian bike path.

5. The median barrier designed by S&P and specified to be 2'8" was lower than the center of gravity for a pedestrian and was not considered safe by engineering standards for pedestrians.

6. S&P, in its design of the bridge and the area where Fernandez fell, did not even consider the possibility that pedestrians or stranded motorists might find themselves in the left-hand shoulder lane and subject to the dangerous drop.

7. Fernandez took the shortest and the only illuminated access to the bridge by going from the westbound bike path on SR 14, across the infield of the cloverleaf and onto the bridge to cross over to the bike path.

8. There were no warning signs in place on SR 14 where Fernandez was legally jogging.

9. S&P designed the route of approach of the pedestrian bike path to the bridge, as well as the area where Fernandez fell and the access ramp to the bridge.

V.

PLAINTIFF'S RESPONSE TO S&P'S ASSERTION OF "UNCONTROVERTED" FACTS

1. S&P did in fact do the final design, as S&P's own employee testified to in deposition.

2. Plaintiff agrees that S&P did not undertake or oversee actual construction of the Washington approach.

3. The later entity which modified some of the structural pier plans was the firm of Dyckerhoff & Widmann, Inc. hired by



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defendant Peter Kiewit & Sons. Dyckerhoff changes did not affect the pedestrian/bike path access, the pedestrian/bike path approach, the median barrier height, or the area where Fernandez fell, and all of those items were built as designed by S&P.

4. Plaintiff agrees that he knew the designated access ramp to the pedestrian/bike path was closed, but did not in fact believe or know that the pedestrian/bike path itself was closed, since he had seen joggers and bicyclists on it on different occasions.

5. Plaintiff did in fact look before he jumped and his perceptions told him of the solid surface of the bike pathway on the other side of the median. His interrogatory answers, as attached to defendant's memorandum, point that out clearly.

VI.

THE BACKGROUND OF S&P'S INVOLVEMENT WAS EXTENSIVE AND THE TESTIMONY OF S&P'S EMPLOYERS CONTROVERTS S&P'S MEMORANDUM

It has been determined, through the two depositions taken of S&P employees, Jack Allen, the Project Manager, and Fred Blanchard, the individual in charge of the Washington approach (St. Louis office), that S&P, more than any other company, individual or entity, played the most important role in conceptualizing, designing, re-designing, costing and providing drawings and specifications for the bridge to built. S&P's memorandum seems to suggest that it might have been consulted on the preliminary phases of the project, but had little to do with it after that. Nothing could be farther from the truth. S&P was paid several million dollars over the course of at least 7 years,



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to perform an infinite variety of planning and design functions which culminated in the final plans from which the project was bid and, with the exception of change orders during construction and implementation of a "value engineering" proposal, was built as designed. S&P suggests that it was not they who changed certain items of final design, but some "other entity". That other entity was Dyckerhoff & Widmann, Inc., another engineering firm, which was retained by Peter Kiewit & Sons, who was the general contractor, to examine any possible changed methods of construction which might result in a lower construction cost and a savings to the contractor and the owner.

A "value engineering clause" is required on federally funded projects in excess of $40,000, and enables the contractor to select different methods of construction or suggest changes in design which, if approved by the owner, result in a cost reduction which is shared 50-50 by the owner and the contractor. Here, the primary value engineering change was a reduction in the number of concrete supporting piers for the bridge structure. This had no effect on the construction of the critical area involved in this lawsuit where Fernandez fell, which was built in accordance with S&P's design and specifications.

Perhaps the most dramatic illustration of the true impact of S&P's design work in comparing that with the bridge as constructed, is shown in the bike path studies done by S&P at the outset of S&P's involvement. Complete copies of these two studies are attached hereto and incorporated by reference and



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identified as Exhibits E and F.

In Exhibit E, which is the initial, March 20, 1972, study, S&P discussed the need for a safety railing on the pedestrian bikeway path. Several schemes were proposed at that time for access to the bridge. This report was later followed up with Exhibit F, the January 2, 1973, study, which was similarly detailed, and had various suggested drawings showing possible locations of the bike path and discussing the different safety considerations which would be considered in the design and approach.

S&P at this early date had identified the basic design parameters, including access, configuration and safety considerations. As Jack Allen testified in his deposition (page 93, line 20):

> We examined the possibility of routing the bike/pedestrian facility inside the bridge, on the sides of the bridge, below the roadway, where it would not be visible from the roadway.

He summarized it at page 95:

> Q. I see. Now there were a number of different alternatives proposed with regard to the pathway?
>
> A. Yes.
>
> Q. Whose responsibility was it to come up with those different alternatives?
>
> A. Ours, Sverdrup & Parcel's.
>
> Q. Okay. Who were then S&P?
>
> A. The team of designers led by Fred Blanchard.



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S&P had responsibility for for signage (Allen Deposition, page 179.

Q. Now did S&P have any kind of responsibility in connection with signage on the bridge?

A. Yes.

Q. What responsibilities did S&P have in that regard?

A. We were initially the designers of the signing.

Q. Are there details of signs in these construction plans.

A. No.

Q. To your knowledge were there drawings that were produced from S&P detailing signage for the bridge?

A. Yes.

Q. Do you remember when those drawings were produced?

A. Over an extensive period of time.

As stated by Fred Blanchard in his deposition at page 10:

Q. Was that in September of '71 when you received the notice to proceed with the final design?

A. I'd say the Fall of '71, yes.

Q. What did you do upon receiving that notice?

A. At that time the Bellevue office and we in St. Louis divided into two pieces for final design. We took the Washington approach and the five span continuous main span unit over the North Channel for our portion of the work, and Bellevue took the Oregon approach over the river for their portion of the work.



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And we coordinated with each other in developing the final design criteria, the type size and location drawings that would form the basis of final design, and these were all submitted to the client for approval prior to doing too much work.

Q. So you were the person who was essentially in charge of the Washington approach?

S&P had responsibilities with regard to lighting plans as well. As Mr. Blanchard states in his deposition at page 50

Q. Now this is dated January of 1974. Did S&P have any kind of responsibilities with regard to designing illumination for the bike path?

A. Our contract, our original agreement, required us to design illumination for the bridge, and when the bike path was added we assumed it would apply equally well for that.

And so we somewhere along the line had provided lighting plans for the whole structure, including what we thought was necessary on the bike path. Again, this was coordinated with the clients for their consideration.

Q. Was there any illumination plan on the north bikeway access?

A. Our plans did not include any specific lighting for the bike and the ramp KLUP (sic) raising for ground specifically, assuming that the lights on the roadway would take care of the path.

However, as we got down under the southbound structure where the ramp curved under, our plans included some lighting on the bottom of that box for the recreation trail.

Mr. Blanchard's testimony in deposition appears to conflict with S&P's memorandum in connection with this motion. As stated



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at page 122 of Mr. Blanchard's deposition:

> Q. And as used in the section I just read to you, the words "final design" in your opinion, you would refer to the as-built drawings?
>
> Yes.
>
> Q. And I presume the same would hold true for your interpretation of the words "final signing, wording, lighting, or placement of signs, final roadway illumination plan, final structural span design?
>
> A. Yes. Final plan is what you can build from.
>
> Q. So in terms of your understanding, the words "final plan" are those drawings which you could go out and build from?
>
> A. Right.
>
> Q. And final design refers to the as-builts?
>
> A. No, wait a minute now. Final design and final plans, there is two parts to producing this section of contract documents. You got the guy that sits down and makes the figures to determine what's going on with the plans. That's final design.
>
> Final plans are what the detailer puts in the drawings and checked. And then the final specifications and special provisions, those three pieces go together to give the final design for a structure that can be built. The terms are interchangeable.

S&P, in its memorandum, seems to suggest that the pedestrian bike path and the bridge were built quite differently than as S&P designed it. First of all, with regard to Mr. Blanchard's and Mr. Lewis' affidavits that purport to compare S&P's design with the "as-built" drawings, Mr. Blanchard states in his deposition



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at page 15:

> Q. Have you had the opportunity to review as-built plans and compare them with plans that S&P had done?
>
> A. Not structural plans.
>
> Q. What about with regard to the bike path access ramp?
>
> A. I wouldn't say I had the opportunity to review them to any degree.
>
> Q. Well, have you reviewed them to compare?
>
> A. No.

Later, at page 17, Mr. Blanchard testifies:

> Q. So would it be fair to say then that you have not compared as of today the as-built plans of the bike path the bike path approach with those plans that were done by S&P?
>
> A. That's correct.

When asked about any differences he knew of the barrier as designed by S&P and the way it was built, Blanchard testified at page 26:

> Q. Well, what I am doing is referring to the barrier up on the road level. Are you aware of any difference between the way it was designed and the way it was built?
>
> A. No.

When questioned about the bike path, Mr. Blanchard testified at page 135:

> Q. Well, that's not my question. With regard to your affidavit, is there anything in your affidavit which purports to say that bike path as S&P designed it is not the same as it was finally built?
>
> A. No.



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In fact, Mr. Blanchard was unaware of anyone at St. Louis having reviewed the as-built plan to make any kind of comparison (see Blanchard Deposition, page 76, line 18). As stated there:

> Q. Would it be fair to say that from an engineering standpoint that the north approach with regard to the bike path was essentially built as it was originally designed by S&P?
>
> MR. THOMAS: Well, I'm going to object to that question.
>
> A. I can't really say.
>
> MR. THOMAS: You don't have to answer that. Well . . .?
>
> A. I haven't seen the plan.

The only conclusion that can be made was that S&P did in fact do the final design and that there were certainly no material changes as they relate to this case. The affidavits of Mr. Blanchard and Mr. Lewis submitted in connection with this motion do not appear relevant and one has to seriously question their accuracy. Defendant S&P's memorandum which places heavy reliance on these two affidavits, appears to have a shakey foundation. S&P, as the designer, and as the creator of the final plans and final designs for the bridge and the bike path, had very broad, comprehensive and far reaching responsibilities. Those responsibilities created legal duties towards third persons, such as Mr. Fernandez, to design a bridge facility that did not have the unreasonably dangerous condition that existed where Mr. Fernandez fell.



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VI.

APPLICABLE STANDARDS FOR BRIDGE AND HIGHWAY DESIGN ARE GENERALLY GOVERNED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO)

Both Jack Allen and Fred Blanchard have testified that they looked to AASHO (now AASHTO) as the first authority for determining type and safety standards in designing the Glen Jackson Bridge. (Jack Allen Deposition, page 25, page 45; Fred Blanchard Deposition, page 31, and page 115). The 1972 and 1973 bike path studies conducted by S&P also referred to AASHTO as being the controlling standard. The case law in this state holds that AASHTO publications serve as reasonable highway safety standards and have been accepted by the State of Washington for many, many years. Raybell v. State, 6 Wn. App. 795, 496 P.2d 559 (1972).

Plaintiff's expert, Dr. Robert Brenner, in his affidavit submitted in opposition to this motion, cites many different AASHTO guidelines which are applicable in the design of the bridge and were either ignored or not properly considered by S&P. Dr. Brenner states in his affidavit that S&P breached various standards as set out in AASHTO in connection with the bike path approach and median barrier type design. Jack Allen's affidavit submitted in support of this motion likewise makes reference to AASHTO at page 3 of his affidavit. In examining the negligence of S&P and those breaches of duty in connection with this motion, AASHTO is the set of standards by which S&P's design is compared.



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VII.

## S&P FAILED TO PROPERLY CONSIDER HUMAN FACTORS OF A PEDESTRIAN ON THE HIGHWAY

Human factors is an important element of highway and bridge design. It is discussed in AASHTO, 11th Edition, 1973, at various points and in various contexts under the heading "Human Characteristics in Relation to Design" (page 277). Fred Blanchard defines "human factors" at page 40:

> How a design would affect the use by a human being and how they would be expected to behave, the behavior patterns, and so forth.

Jack Allen, the project engineer, however, testified at page 46 that he had never heard the term "human factors" used before.

In reviewing the testimony of Mr. Blanchard and Mr. Allen as a whole, it is clear that some human characteristics were considered in designing different components of the bridge, such as the grade of the bicycle access ramp and the curve at the bottom. However, and most importantly, S&P failed to adequately consider human factors in designing the overall approach to the pedestrian bike path and in failing to consider the height of the median barrier in the area where Fernandez fell as it related to pedestrians on the freeway.

According to Allen there was no special consideration given to pedestrians on the highway because they were prohibited from legal access (Allen Deposition, page 126). Fred Blanchard likewise indicated that an individual human being walking on the bridge is simply not a consideration in designing the structure. "We never have considered emergency personnel or pedestrians on



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a freeway". (Blanchard Deposition, page 39). Similarly, Mr. Blanchard was certain that bicycles were not legal on the shoulder of Washington freeways, so S&P didn't consider it in the design. (Blanchard Deposition, page 41). However, WAC 468-58-050 states as follows:

> Prohibition of non-motorized traffic on fully controlled limited access highways.
>
> (1) All non-motorized traffic shall be prohibited on state highways which have been established and constructed as fully controlled limited access facilities, and signs giving notice of such prohibition shall be posted upon all such highways.
>
> (2) This prohibition of non-motorized traffic on fully controlled limited access highways shall not apply to:
>
> (a) Pedestrian overcrossings and undercrossings or other facilities provided specifically for the use of such traffic.
>
> (b) Bicycles utilizing right-hand shoulders; except where the Secretary of Transportation or his designee has prohibited such use. Signs giving notice of such prohibition shall be posted by those sections where such usage is prohibited. (Emphasis added)

Although this administrative provision does not appear to have been enacted until 1980, it represents earlier thinking of the Department of Transportation, and of public opinion. S&P should have realized that there was a strong likelihood that pedestrians and/or bicyclists would find themselves up on the bridge and unreasonably dangerous conditions would have to be protected against; specifially, the median area where Fernandez fell.



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VIII.

SAFETY OF PEDESTRIANS AS RELATED TO MEDIAN BARRIER HEIGHT

Jack Allen states in his affidavit in connection with this motion that the standards of the profession call for traffic barriers to be 2'8". Plaintiff does not dispute that generally, that is the accepted height for traffic barriers, which function it is to deflect vehicles back into the roadway. However, when it comes to pedestrian safety, more height is required. As Fred Blanchard testified at page 65:

> Q. So would it be fair to say that a standard New Jersey barrier height of 2'8" was generally deemed within the engineering trade not to be sufficient for pedestrians?
>
> A. That is correct.
>
> Q. And that additional railing or some kind of an extension of height could be used?
>
> A. That's right.

The concept is relatively simple. The center of gravity of a pedestrian standing next to a barrier must be lower than the top of the barrier height to prevent a fall over the barrier. This is the same consideration that was used in determining the railing height in the middle of the pedestrian bikeway. S&P looked at the center of gravity of a bicyclist and settled on a railing height higher than that center of gravity at 4'8". (Blanchard Deposition, page 66).

Blanchard testified that there was nothing in AASHTO requiring engineers to consider pedestrians on the shoulder of a limited access roadway. (Blanchard Deposition, page 116.) This



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seems to be at odds with the AASHTO policy manual which recognizes in many places that lefthand shoulders are for emergency use and that disabled motorists will find themselves there. At that point such a motorist becomes a pedestrian. AASHTO defines pedestrian as "any person afoot". It goes on to state:

> His involvement in traffic is a major consideration in the design of many urban highways. (AASHTO, page 280.)

AASHTO states at page 357:

> Provisions for pedestrians often must be made on street overcrossings and on long stretches. . . . Where higher speeds are involved, a barrier-type rail of adequate height should be installed between the walkway and the vehicle lanes, and a pedestrian type rail or screen should be used at the outer edge of the walkway.

The simple reason is that people who find themselves confronted with being on the highway for whatever reason, must be protected. Jack Allen testified that it was contemplated that people or bikes would be on the road (Allen Deposition, page 104), but then went on to state that the railings on the pedestrian bikeway approach ramp could not be lowered to 4 feet because of the severity of the fall (Allen Deposition, page 161). Earlier Allen had testified that the railing height on the pedestrian bike path had nothing to do with a pedestrian (Allen Deposition, page 154).

There are many inconsistencies between the documents, Mr. Allen's testimony, Mr. Blanchard's testimony, the design drawings, and the AASHTO requirements. For example, S&P designed emergency call boxes to be on the bridge, yet contemplated that



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those call boxes would be used by people other than pedestrians or bicyclists using the bike path. It was tacitly acknowledging that in fact stranded motorists might just happen to break down in the left shoulder and might be in the area (Allen Deposition, page 191). However, earlier, Mr. Allen testified that S&P gave no consideration to a pedestrian who happened to be on the left shoulder lane and wanted to gain access to the pedestrian walkway. He recalls no meetings or discussions specifically discussing pedestrian safety and gave no consideration to the height of the median barrier where the grade of the Washington access to the bikeway fell away from the road (Allen Deposition, pages 85 and 86). Yet, S&P carefully studied the width of the supplemental railing on the median barrier to allow emergency personnel only to gain access from the roadway to the pedestrian/bicycle path.

Dr. Robert Brenner's area of expertise revolves around human factors and highway design. His affidavit identifies those specific provisions of AASHTO which should have been considered and implemented in the design of the bridge. One primary example is found at page 443 of AASHTO, which states as follows:

> Where a wide median can be attained, say 36 feet or more, and the freeway is on a viaduct, two separate one-way structures should be provided. This permits more light and air to reach the area below. Where the median is approximately 36 feet or less (20 to 30 foot opening) it is desirable from a safety standpoint to deck the median so it is approximately flush with the pavement.

In this case, that means putting some kind of a horizontal



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surface between the two structures, namely a safety netting, as was ultimately designed by the State of Washington. S&P acted negligently in its failure to properly consider human factors and pedestrians on the access and the bridge itself and in failing to provide for a proper median barrier height to prevent falls such as that which Mr. Fernandez experienced.

IX.

## S&P APPRECIATED THE RISK OF HARM AND THEREFORE SHOULD HAVE FORESEEN THE DANGEROUS CONDITION

It is succinctly stated by Jack Allen in his deposition, at page 102:

> Q. Was it expected that pedestrians might fall over the side?
>
> A. Sure.
>
> Q. And why was that?
>
> A. People fall.

It is really that simple. S&P, as experienced bridge designers, should have anticipated that pedestrians, whether joggers such as Mr. Fernandez, bicyclists, or stranded motorists would find themselves on the bridge and S&P had a duty to take steps to eliminate any unreasonable risks of harm. S&P knew that such risks of harm existed and appreciated that risk from the very outset when preparing the two bicycle path studies.

The initial bike path study (Exhibit A) stated:

> The purpose of the study is to determine the best location for an 8-foot wide path on the bridge, giving prime consideration of the safety of pedestrians, cyclists and motorists.



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The report goes to state at page 5:

> For safety, a parapet is located on the exterior edge, and a fence or railing set on top to provide 4'6" above the top of slab. There are several locations on the bridge where the observer's eye is as much as 200 feet above ground or water, and prevention of an accidental fall is mandatory.

In the same study at page, it states:

> A fence or rail should be added to the top of this parapet to a height of about 4'6" to prevent an accidental fall.

Although the above referenced sections were intended to deal with the exterior part of the bridge, the principle is still the same. There is an extreme risk of falling which must be prevented against.

In a later 1973 study S&P indicated that the railing should be designed in accordance the AASHTO design load for pedestrian railing (page 2) and identified important factors for the rail and fence. The report states:

> Several factors affect the selection of a type of rail or front to be used for the pedestrian/bicycle path. Safety, access from one part of the structure in emergencies, appearing, and sight obstruction are all of importance. . . . A fence or rail should be added to the top of this parapet to a height of about 4'6" to prevent an accidental fall.

Even then, S&P was contemplating in its design consideration the need for pedestrian access from the bridge to the bike path. S&P knew of the risk and should have taken steps to eliminate that risk.



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X.

THE DANGER WAS NOT APPARENT TO RUSSELL FERNANDEZ AND HE COULD NOT HAVE APPRECIATED THE RISK UNDER THE CONDITIONS PRESENT AT THE TIME OF THE ACCIDENT.

S&P contends that because Mr. Fernandez drove on the bridge on numerous occasions before, that he knew there was an unprotected spot where the bike path drops away from the bridge level. That simply isn't true, and photograph Exhibit B was taken from a position at the stripe delineating the left shoulder. From a motorist's vantage point in a typical automobile, one cannot see the area between the two median barriers. Mr. Fernandez could not have known, simply from being a driver, that such a condition existed. It is logical that he assumed it was was fully decked over.

As he jogged along the median barrier, he indicated in his interrogatory answers that he looked over and saw what he thought were puddles of rainwater. This would make sense, because for a distance north of the abutment, the barrier between the two median barriers is flush and decked over. It is only the point immediately after the abutment where there is nothing but a 57-foot drop. The bridge was open before the lights were operational on the bridge. Fred Blanchard testified that no specific lights were designed on the pathway, only underneath the southbound lane. He later went on to testify that it was safe to open such bridges as far as vehicles were concerned, but not with regard to pedestrians. As stated at page 132:

> Q. Did you consider it -- do you consider it unsafe from an engineering standpoint to



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open a bridge up without without having the lights on?

A. Not for vehicular traffic.

Q. Would it be unsafe for pedestrian traffic?

A. Yes.

Q. Would it be unsafe for bicyclists?

A. Yes.

Jack Allen testified at page 90 that it was anticipated that the light from the road would illuminate the bike path. When questioned about what type of visibility might occur from on top of the bridge where Fernandez fell he testified at page 91:

Q. Was there ever any consideration given to the illumination of the actual ramp as seen from the median barrier up above on the roadway?

A. No, as far as I can recall.

AASHTO clearly indicates that pedestrians take the shortest distance between two points (page 280), that pedestrians are more likely to use an overcross instead of an undercross (page 425) and that they are more likely to follow areas that are illuminated as opposed to those that are not. In this case, Fernandez followed the illuminated path on the cloverleaf. The access path on the south side of SR 14 was not illuminated and Fernandez naturally avoided that.

Given the fact that the accident occurred at approximately 9 in the evening on January 7, 1983, it was necessarily dark out. Because there was no illumination on the bridge or on the pathway, Fernandez could not have seen what lay below or



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appreciated the dangerous condition that existed there.

A. Any Question of Liability Arising from a "Look Before You Leap" Argument Must be Resolved by the Trier of Fact and CAnnot be Resolved on Summary Judgment.

S&P has addressed the "look before you leap" argument indicating that Fernandez has a duty to use his own faculties. In fact he did, and his senses told him that there was a flat bike path surface on the other side of the median barrier. S&P has cited the following cases for the proposition that had Fernandez looked, he would not have leaped. See Heines v. Neunar, 42 Wn.2d 117, 253 P.2d 945 (1953); Hammer v. Haggard, 56 Wn.2d 744, 355 P.2d 334 (1960); Johnson v. Washington Route, 121 Wash. 608 (1922). What S&P fails to point out is that all three of these cases dealt with a jury instruction in the context of contributory negligence. These were all jury issues meant to determine what the plaintiff could have seen if the plaintiff had looked. As stated by the court in Heines at page 122:

> As already noted, we have decided in another contest, that the failure to see what admittedly was visible, if only one had looked, is not negligence automatically; it is a question of fact for the jury to decide whether, despite the failure to look, the plaintiff's conduct was still reasonable under the circumstances.

Here, Fernandez did look. Arguendo, if he hadn't, it is still a matter for the jury and not a matter to be disposed of on summary judgment.

B. This was not a "Daredevil" Act.

S&P has cited authority for the proposition that where



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a plaintiff was engaged in his own daredevil act, that act can be considered as a sole proximate cause. See Kristjanson v. Seattle, 25 Wn. App. 324, 606 P.2d 73 (1980); Pickering v. State, 557 P.2d 125 (Haw. 1976). S&P also cites authority from other jurisdictions. The facts in most of those cited cases are very improbable and point to what would be considered "daredevil acts". For example, in Kristjanson, supra, the court found that the "incredibly reckless driving" of the defendant driver when one person was operating the gas and one person operating the steering wheel, was the sole proximate cause and that the city's failure to properly maintain a "curve" sign had nothing to do with the accident. Similarly, in Pickering, a drinking driver passed out at the wheel, crossed the centerline, and killed an oncoming driver. It was alleged that the State of Hawaii had negligent median barrier construction. There the court found the sole proximate cause to be drunk driver falling asleep at the wheel. S&P goes on to cite an unreported case in King County Superior Court which was disposed of on summary judgment, involving the King Dome and a young boy who was recklessly jumping across railings on the exterior, missed, fell, and was killed. That was also a daredevil act, but also present in that case there was the decedent's friend warning him to get off. There was no warning here in the Fernandez case.

If Fernandez had been trying leap from one side of the structure to the other and fell in the process, S&P's cited authority might have some relevance. However, that was not the



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case here, and if defendant S&P has evidence that it wishes to present in that regard, it is for the jury to hear, and not something to be disposed of on summary judgment.

As stated by the court in Hammer, supra:

> . . . Where the existence of deceptive conditions as to the presence of a hazard or danger is thus established, this in itself to negative a claim that one who is fact, deceived by such conditions, is guilty of contributory negligence.

That is really what we are dealing with here in the Fernandez case: Deception. Fernandez's senses told him one thing when in fact the conditions that actually existed were quite different.

XI.

RUSSELL FERNANDEZ WAS NOT A TRESPASSER AND WAS AN INVITEE IN ANY EVENT, HIS STATUS IS FOR THE TRIER OF FACT TO DETERMINE AND CANNOT BE RESOLVED ON SUMMARY JUDGMENT.

S&P contends that Russell Fernandez was a trespasser and that the only duty owed by S&P to Fernandez was to refrain from willful and wantonly injuring him. Plaintiff disputes that he was a trespasser and contends that he was an invitee. S&P cites Egede-Nissen v. Crystal Mountain, 93 Wn.2d 127, 606 P.2d 1214 (1980) for the proposition that the duty of care owed depends on plaintiff's status as a licensee, invitee or trespasser. In Egede-Nissen, the court dealt with a set of facts whereby an airline stewardess, impulsively tried to get onto an unattended moving chairlift and subsequently fell. The court entered into an analysis and discussion as to the duty owed to the plaintiff and its relationship to her status at the time of entering and at



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the time of the accident. The matter went to a jury trial and a verdict was returned for the plaintiff. It was ultimately reversed and remanded for a new trial. As the court stated at page 130:

> A major legal question at trial was Egede-Nissen's status (invitee, licensee or trespasser) aboard the chairlift. Her status depended upon a factual determination whether Crystal Mountain had given adequate notice, by signs or barricades, that the C-4 lift was not in public operation. On that issue, the evidence sharply in conflict. (Emphasis added)

The court found that her status upon entering the mountain was that of public invitee and she would retain that status until adequately warned of the limits to the area of her invitation. The court cited Mesa v. Spokane World Exposition, 18 Wn. App. 609, 570 P.2d 157 (1977) for the proposition that the scope of an invitation is a factual matter would be determined at trial. According to Mesa and Egede-Nissen, Fernandez's status, whether licensee, invitee or trespasser, cannot be determined until the jury hears the evidence. The court held in Egede-Nissen that a jury instruction that assumed a certain status as a matter of law was prejudicial and incorrect. Her status was dependent upon factual resolution. (See page 135).

S&P cites Helland v. King County Civil Service, 84 Wn.2d 858, 529 P.2d 1058 (1975) where the proposition that whether or not certain conduct constitutes a crime does not depend on the frequency of enforcement. The Helland case has only passing relevance in this summary judgment motion and is probably more



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appropriately addressed in an instruction to be proposed by S&P at trial. The case involved a civil service question posed to aspiring policemen as to whether or not they would find the wearing of a brief bikini bathing suit a "crime" because it violated a hypothetical statute of 1910 requiring all females to be covered from the knee to the base of the neck. It is hard to see how that is relevant to this motion.

S&P cites Winter v. Mackner, 68 Wn.2d 943, 416 P.2d 454 (1966) for the proposition that no duty is owed to a trespasser except for refraining from willful or wanton injury. That case involved a house under construction where the plaintiff, finding a front door locked, forced his way in the back door, and fell into the basement. The trial court there dismissed plaintiff's case after presentation of the evidence finding on the basis of fact that the status of the plaintiff was that of trespasser and not invitee. The court stated the rule at page 945:

> To be either a licensee or an invitee requires (1) an express permission or invitation, or (2) that the prior conduct of the owner be such as to lead one to believe that he has implied permission or an implied invitation to enter upon the owner's premises. Dotson v. Haddock, 46 Wn.2d 52, 278 P.2d 338 (1955).

Here, Russell Fernandez believed that he had implied permission or invitation to run on the pedestrian/bike path and to get there the safest way possible.

S&P goes on to discuss the situation if Fernandez were a "public invitee". S&P cites McKinnon v. Washington Federal Savings & Loan Assn., 67 Wn.2d 644, 414 P.2d 773 (1966) for the



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proposition that S&P had no duty to warn Fernandez of conditions known or discoverable by Fernandez. S&P goes on to discuss cases that reiterate the relevant standard of care for architect/designers. Those cited cases simply indicate that there has to be expert testimony stating that the defendant architect/designer deviated from the standard of care.

In McKinnon the trial court granted summary judgment to the defendant bank at the beginning of trial. On appeal, the decision of the trial court was reversed and it was remanded for trial. The court in McKinnon dealt with a "meeting room" which defendant held open for organizations to utilize for meetings. A Girl Scout group leader, while opening the door to the room, tripped over an outside sprinkler nozzle, fell and brought an action against the bank. The court engaged in a discussion about the status of Mrs. McKinnon. The court stated at page 649:

> This alternative test, called the "invitation" or "public invitation" test, does not regard the factor of economic benefit as essential. Rather it bases "invitation" upon the fact that the occupier, by his arrangement of the premises or other conduct, has led the entrant to believe that the premises were intended to be used by visitors, as members of the public, for the purpose which the entrant was pursuing, and that reasonable care was taken to make the place safe for those who enter for that purpose. (Emphasis added.)

Here, the purpose for which Fernandez was entering the highway and the bridge, was to jog on the bike path. It is this throwing open to the public that creates an invitee status for Fernandez. The court in McKinnon held that the bank was required to exercise reasonable care in making the premises safe for those purposes



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for which they had been held open. This case marked a broadening of the test and the adoption of the then-recently-revised Restatement (Second) of Torts, §332, which did away with the necessity for economic benefit to achieve invitee status.

S&P also cites Dickinson v. Tesia, 2 Wn. App. 262, 467 P.2d 356 (1970) for the proposition that there was no duty to warn where exercise of reasonable care would have disclosed the danger. In this case, as discussed earlier, the danger could not have been ascertained. The court in Dickinson dealt with a man on crutches, who went to a park picnic and chose to leave because of rowdiness of children and fire crackers, despite his wife's warning that he be "careful" of the rough terrain and that she help him. The court held there was no duty to warn because the conditions were specifically known to the plaintiff. Here, Fernandez did not know.

S&P cites Wells v. Vancouver, supra, as setting forth the general rule of standards for engineers and designers. Wells dealt with a small aircraft hanger which, under a severe windstorm, blew apart, throwing debris in the air, and injuring plaintiff. Defendant municipality contended that it could not be foreseen that the building would be struck by such a violent windstorm and that any negligence was not a legal or proximate cause of the plaintiff's injuries. The court, in analyzing the duty of the municipality in the context of its building codes, said that determination of the duty is not exclusively a function of the court. At page 803 it was stated:



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> The issue as to whether defendant's conduct violated the duty imposed by common law was properly presented to the jury with an instruction stating that an engineer or designer is guilty of negligence if he fails to apply the skill and learning which is required of similarly situated engineers or designers in his community.

Dr. Robert Brenner, for the plaintiff, by affidavit, and as he will testify to at trial, has compared standards with S&P's conduct and determined that the standards were violated and that S&P is negligent.

S&P has also cited the case of Hanson v. Washington Natural Gas Co., 95 Wn.2d 773, 632 P.2d 504 (1981) dealing with the lack of need for warnings or barriers where the condition is known. There, plaintiff slipped in the middle of the street, on a wood cover placed by defendants. The court there dealt with a jury for a judgment in favor of the plaintiff which was then set aside holding that she should fully have seen the situation and that barriers and warnings signs would have done no good. As discussed earlier, Hanson is inapplicable in this case, since Fernandez did not see and could not have appreciated the danger present.

## CONCLUSION

As can be seen from the affidavits of Dr. Robert Brenner and Ed Stevens, plaintiff has expert testimony to show S&P did not conform with standards of engineering the State of Washington. S&P's arguments relating to the status of Fernandez (i.e., trespasser or invitee), as well as the "look before you leap" issue, fail on summary judgment. All of S&P's cited authority



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clearly indicates these matters are for the jury. In addition, there are numerous questions of fact within S&P's own employees' testimony which preclude disposition on this motion. S&P's motion must be denied and this matter proceed to trial.

Dated this 27 day of November, 1984.

Respectfully submitted,

DANIEL F. SULLIVAN & ASSOCIATES

By _____
Christopher L. Otorowski
Attorneys for Plaintiff.



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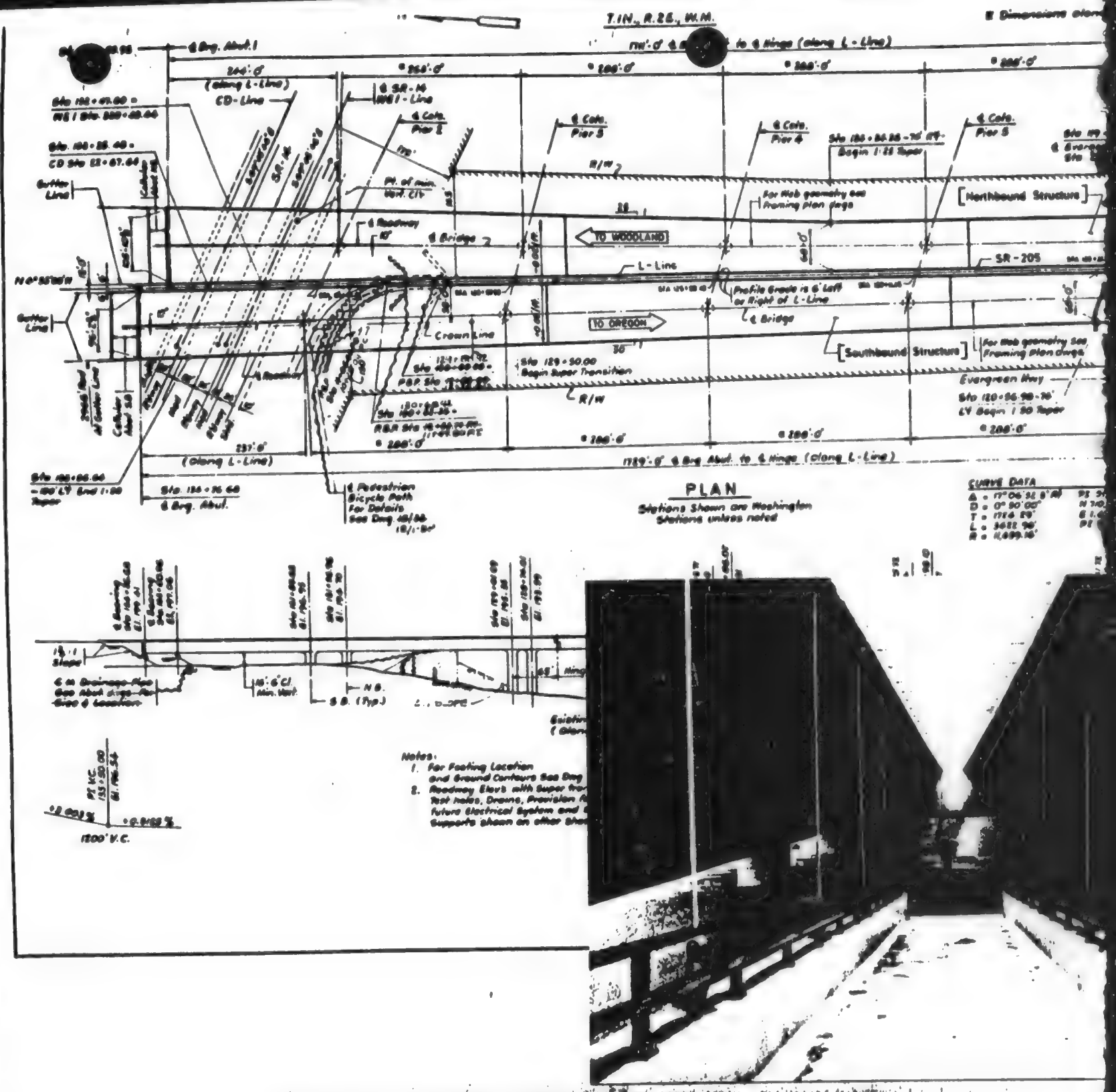



EXHIBIT 2 - 11/19/84 - #4

T.1N., R.2E., W.M.

PLAN

Stations Shown are Washington
Stations unless noted

CURVE DATA

Δ = 17°06'32.5" RT
D = 0°30'00"
T = 1716.09'
L = 3432.90'
R = 11,459.16'

PI Sta 94+69.68
N 710,001.67
E 1 679 555.65
PI Sta 103+22.91 - Washington

- Oregon

Notes:
1. For Footing Location and Ground Contours See Dwg
2. Roadway Elevs with Super from Test holes, Drains, Provision A... future Electrical System and ... Supports shown on other Sheet...

HIGHWAY COMMISSION
OF HIGHWAYS
WASHINGTON

...GE, WASHINGTON APPROACH

...rhoff & Widemann Inc.

PLAN,
...Notes

Dwg No. 18/1

#4

T.1N. R.2E. W.M.

Electrical Conduit
Junction Box Type A or B, J-80
High Mast Light Standard
Existing Junction Box
Existing Precast Median Barrier

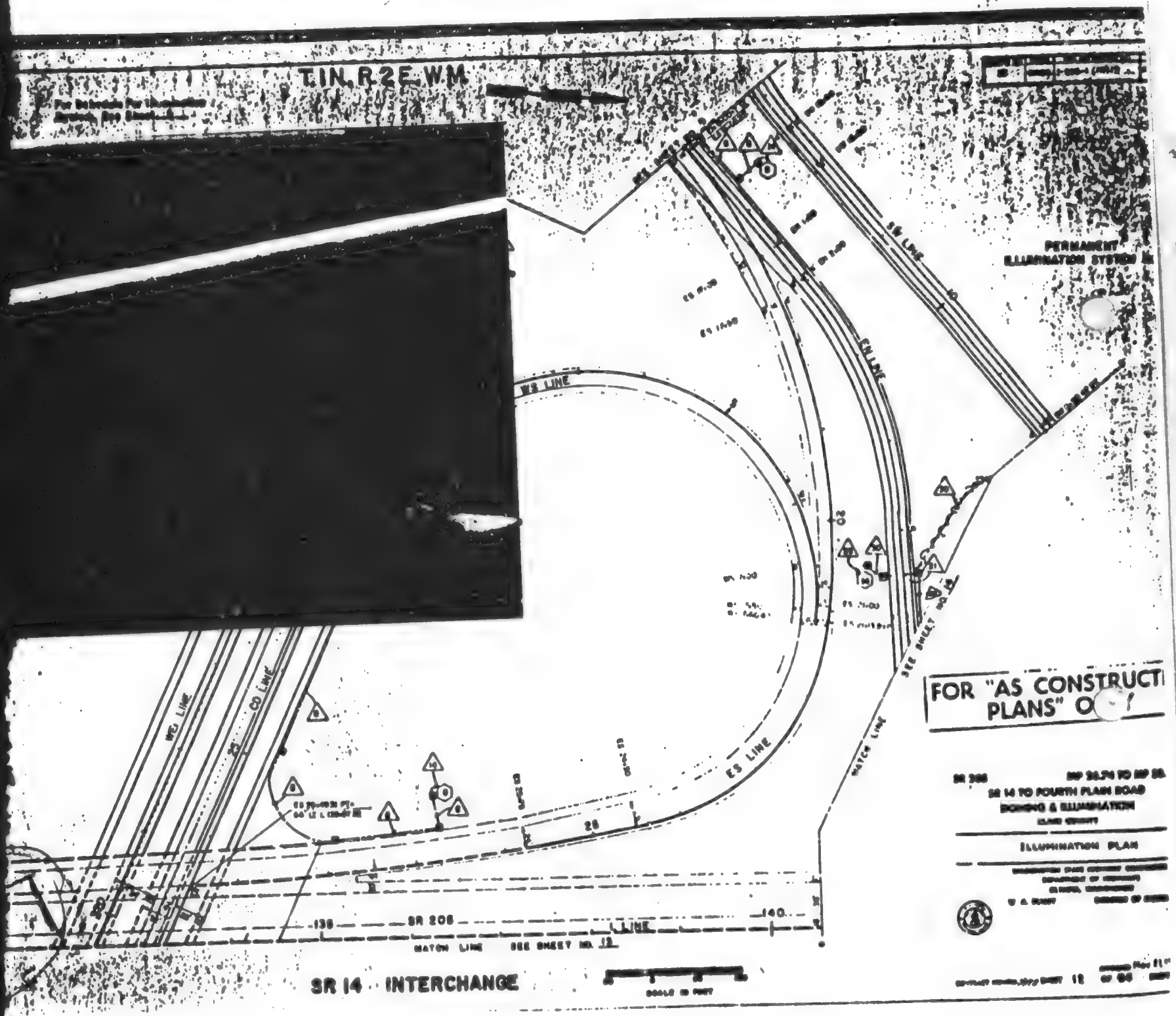
WSJ LINE
CO LINE
25
28
130
138
SR 205
MATCH LINE SEE SHEET NO. 13

SR 14 - INTERCHANGE

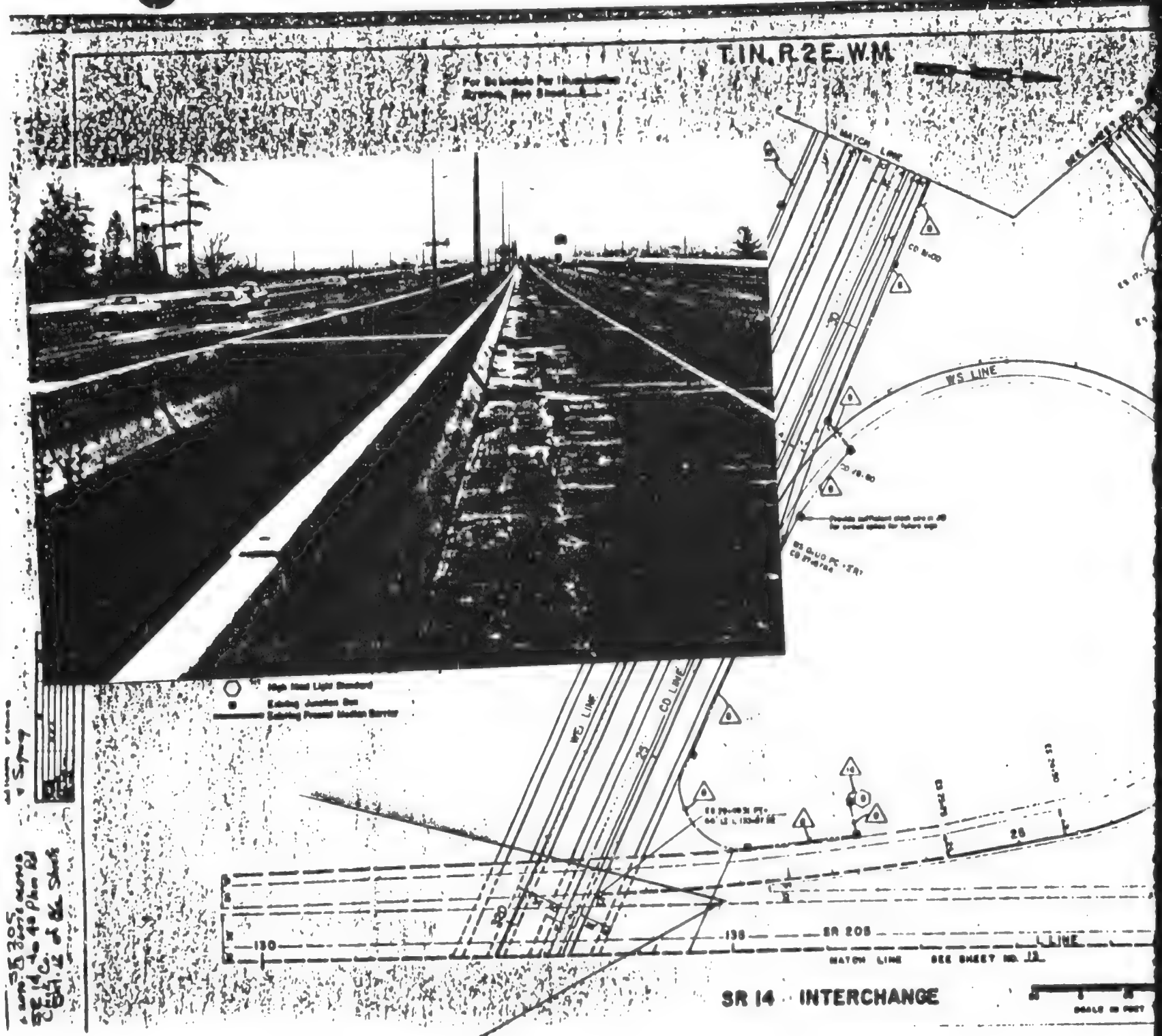
SCALE IN FEET

Exhibit 3 ~ 11/19/84 #20

T.11N. R.2E. W.M.




#20


T.IN.R.2E.W.M.
WATCH LINE
WS LINE
CO LINE
SR 205
SEE SHEET NO. 12
SR 14 - INTERCHANGE

2 - 11/19/84 - #26

T.1N.,R.2E.,W.M.

SR 14 - INTERCHANGE

PERMANENT ILLUMINATION SYSTEM

FOR "AS CONSTRUCT
PLANS" O

SR 205 MP 36.74 TO MP 3
SR 14 TO FOURTH PLAIN ROAD
SIGNING & ILLUMINATION
CLARK COUNTY

ILLUMINATION PLAN

SEE SHEET NO. 12

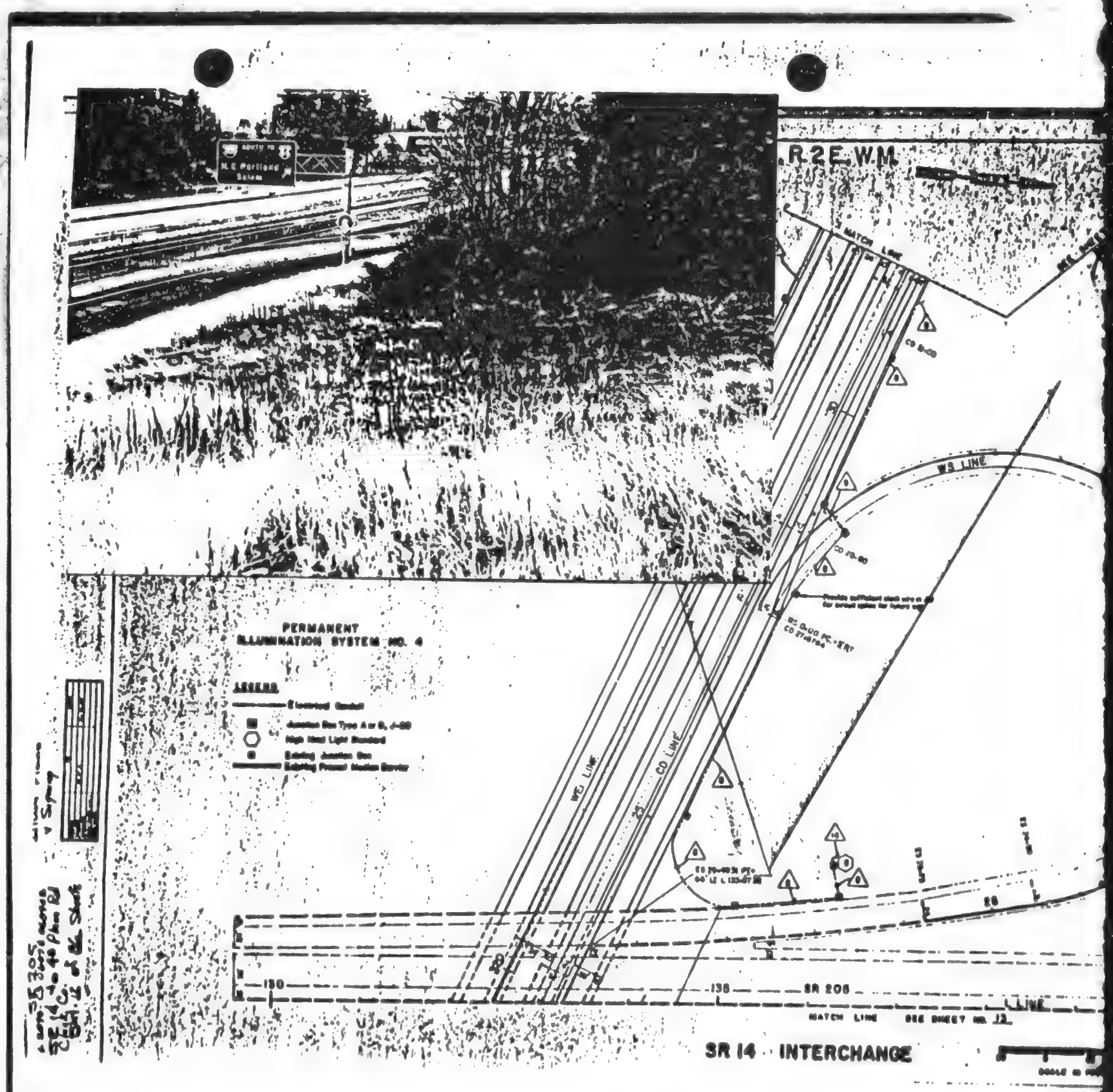
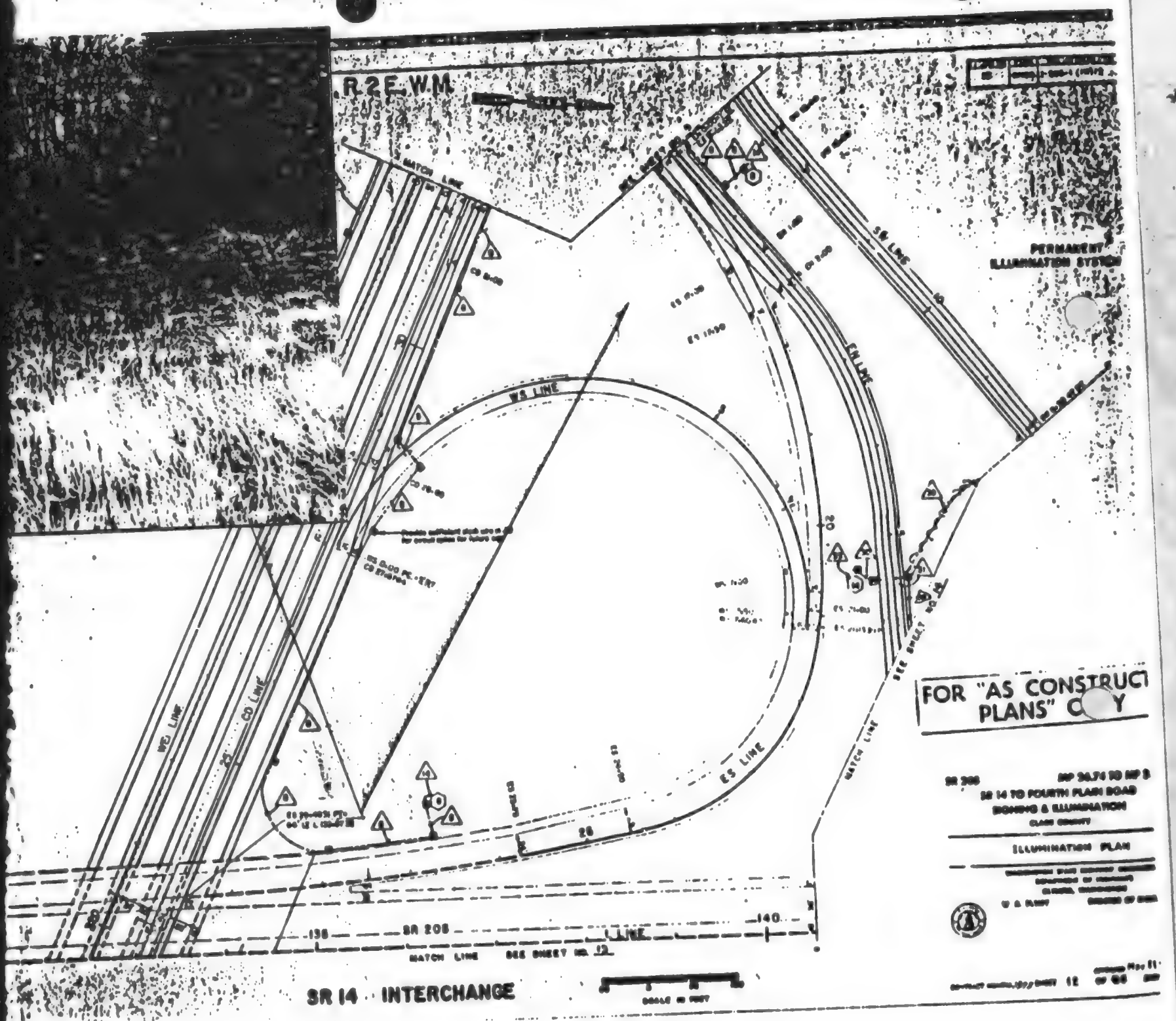



Exhibit 2 - 11/19/84 #24


R2E W.M.
MATCH LINE
WB LINE
CD LINE
WS LINE
ES LINE
SB LINE
EB LINE
PERMANENT ILLUMINATION SYSTEM
MATCH LINE
SEE SHEET NO. 12
SR 208
LINE
135
140
25
SR 14 INTERCHANGE
SCALE IN FEET
FOR "AS CONSTRUCTED PLANS" COPY
SR 208
SR 14 TO FOURTH PLAIN ROAD
SIGNING & ILLUMINATION
ILLUMINATION PLAN

#24

Thomas A. Gaffney

I

# SUPPLEMENTAL STUDIES
# FOR A
# PEDESTRIAN-BICYCLE PATH
# ON THE
# PROPOSED INTERSTATE ROUTE I-205
# COLUMBIA RIVER BRIDGE

Prepared for

OREGON STATE HIGHWAY COMMISSION

MARCH 20, 1972

SVERDRUP & PARCEL AND ASSOCIATES, Inc.
Consulting Engineers

Bellevue, Washington - St. Louis, Missouri

EXHIBIT 3
WITNESS Allen
DATE 10/30/84
SUSAN COOKMAN

0104336

## FOREWORD

This report presents the results of a study for a pedestrian-bicycle path on the proposed I-205 bridge across the Columbia River. It is submitted in response to a request by the Oregon State Highway Division by letter of February 8, 1972.

The purpose of the study is to determine the best location for an eight-foot wide path on the bridge, giving prime consideration to the safety of pedestrians, cyclists, and motorists.

01104337

SUMMARY

This report covers the study for the addition of a pedestrian-bicycle path to the proposed I-205 Columbia River Bridge.

Alternative locations of the path on the bridge are presented and compared with respect to safety, access, and appearance. The view of the surrounding area from these locations, the effect of the installation on established geometrics, and estimated cost of the addition are also discussed.

If a pedestrian-bicycle path is required on this structure, construction of the path on the west side of the bridge, connected by a structural ramp near SR-14 (Lewis and Clark Highway) and an at-grade ramp at Marine Drive, is recommended.

The estimated cost of this pedestrian-bicycle path addition to the bridge is approximately $3,800,000.



0104338

## INTRODUCTION

Route I-205 is a circumferential Interstate Highway which passes to the east of Portland, Oregon and Vancouver, Washington. A bridge, presently being designed, will carry this highway across the Columbia River as shown on Figure 1.

A system of bicycle trails has been proposed in the Portland-Vancouver area, and a path on the I-205 Columbia River Bridge has been suggested as part of that system. Although a comprehensive plan has not been adopted, probable trail locations will be near Marine Drive on the Oregon shore and near Evergreen Highway on the Washington shore.

This report presents several possible locations of a pedestrian-bicycle path on the bridge and the necessary ramps, on-structure or on-grade, to connect with local facilities.

Design criteria, safety of the traveling public, aesthetic impact of the addition to the structure, and construction costs are discussed and conclusions are drawn for a recommendation of the best pedestrian-bicycle path location.



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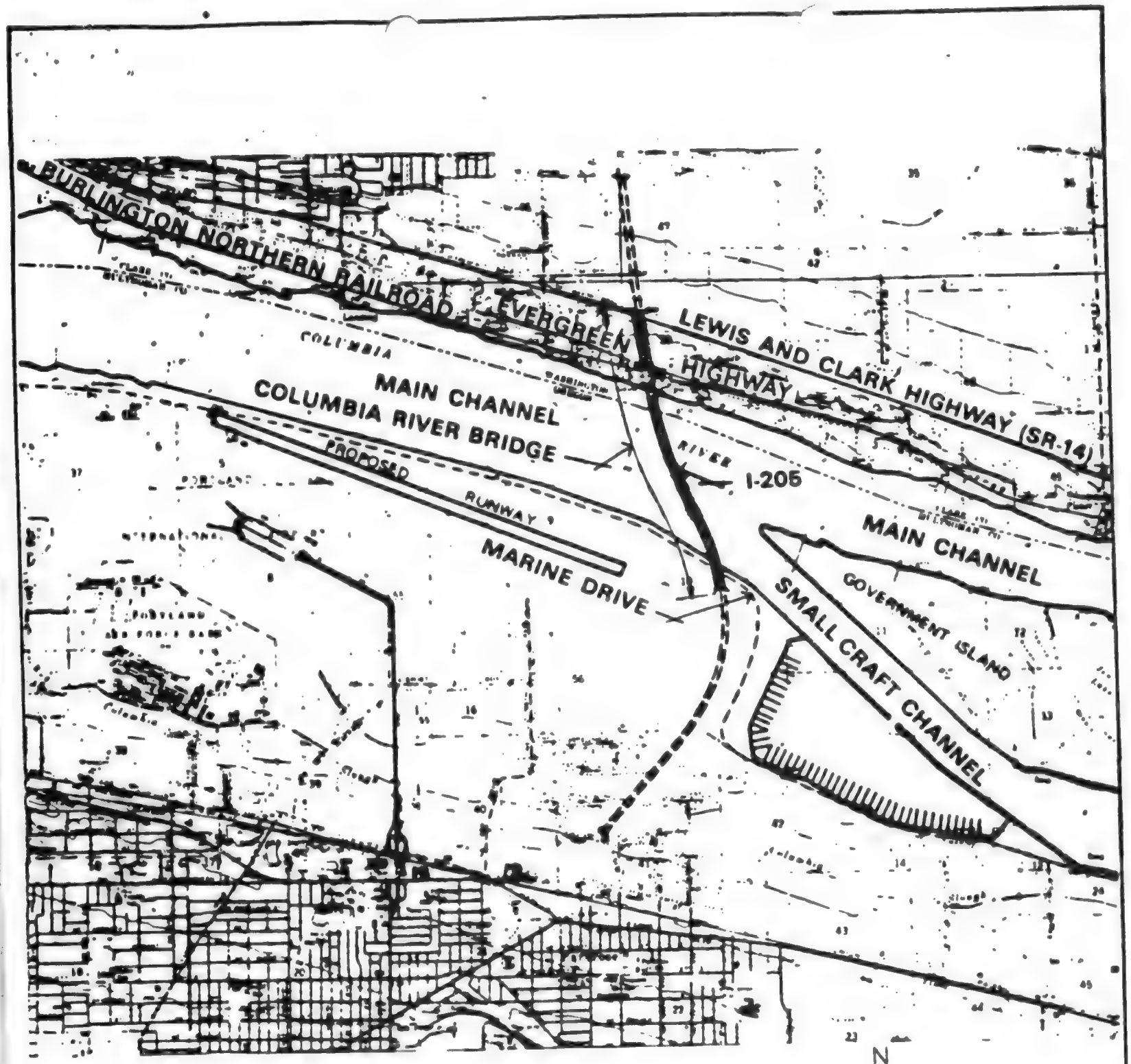


NOTE BASE MAPS U.S.G.S. SE 4 PORTLAND 15' QUADRANGLE, 1961
SCALE APPROXIMATELY 1" = 4,000'

0104340

FIGURE 1

DESIGN CRITERIA

The following criteria have been derived in part from "Footpaths and Bike Routes - Standards and Guidelines", Oregon State Highway Division, January, 1972.

1. Width - A single two-way path shall be eight feet wide. Two one-way paths shall each be a minimum of four feet wide and preferably six feet wide.

2. Height - Minimum vertical clearance shall be ten feet.

3. Alignment - Maximum grade shall be ten percent. Minimum radius of curvature shall be twenty feet.

4. Design Load - Live load shall be in accordance with AASHO Sidewalk Loading. Railing load shall be in accordance with AASHO design load for Pedestrian Railing.

0104341

PEDESTRIAN-BICYCLE PATH ON STRUCTURE

There are a number of locations (See Figure 2) that a pedestrian-bicycle path may take on the bridge superstructure. Some have advantages over others in regard to structural efficiency, safety, unobstructed view of the surrounding area, aesthetic impact, and construction costs. Salient features are discussed for these alternative locations in the following paragraphs and sections of this report.

A. AT ROADWAY LEVEL ON CENTERLINE OF BRIDGE

The pedestrian-bicycle path may be situated at roadway level between the northbound and southbound structures. (See Figure 2a) The dual structures will have to be moved apart a sufficient distance to provide the 8-foot path plus the width of any additional parapet and railing protection.

This installation can be structurally achieved in several ways. As illustrated in Figure 3(a), complete independence of both structures can be maintained by mounting a path on one of the dual structures, which is widened to receive the path and an edge parapet. Separation between structures is held at 8", as in the established design concept.

Another possibility, as shown in Figure 3(b), is to widen one of the dual structures for the path and conceal the expansion opening under a projection of the other roadway parapet.

If a structure is widened to receive the path, an additional vertical web should be added to the cross section to



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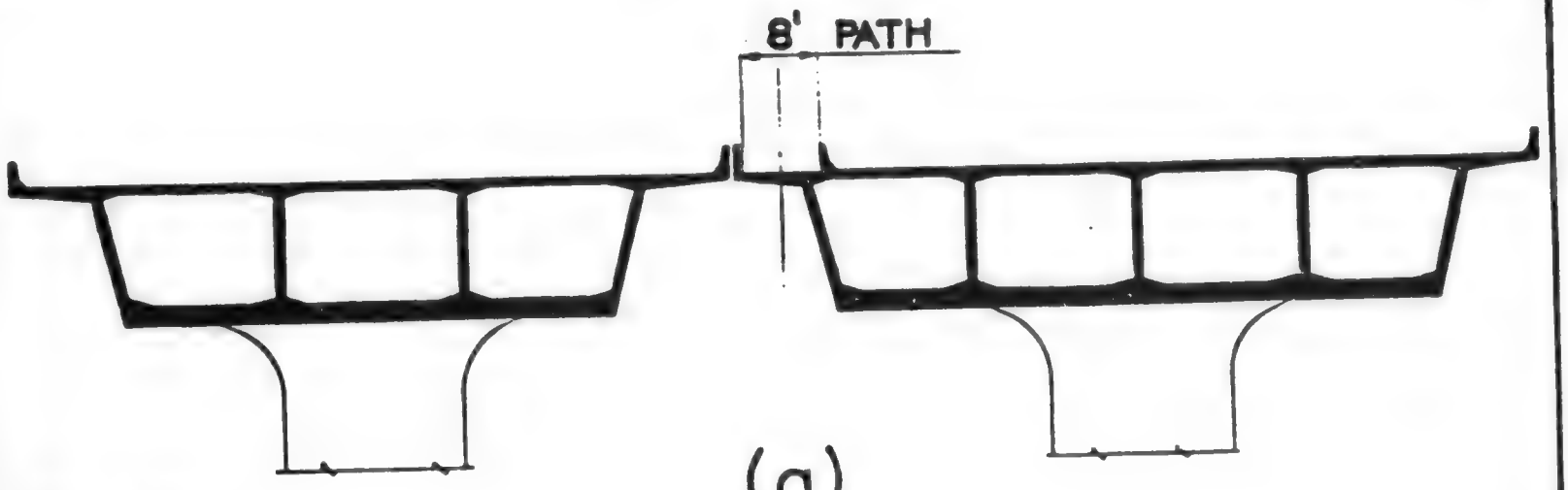
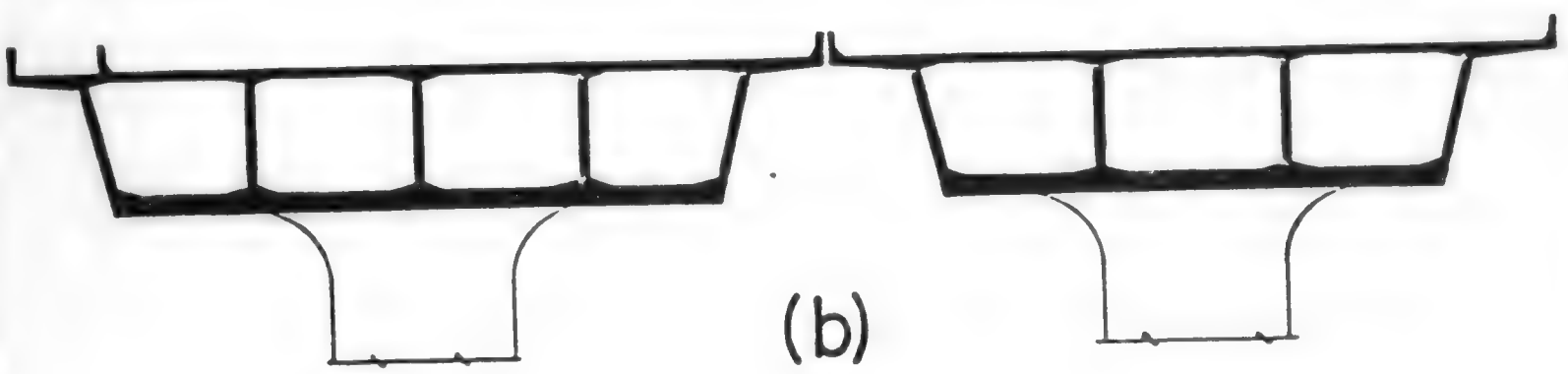
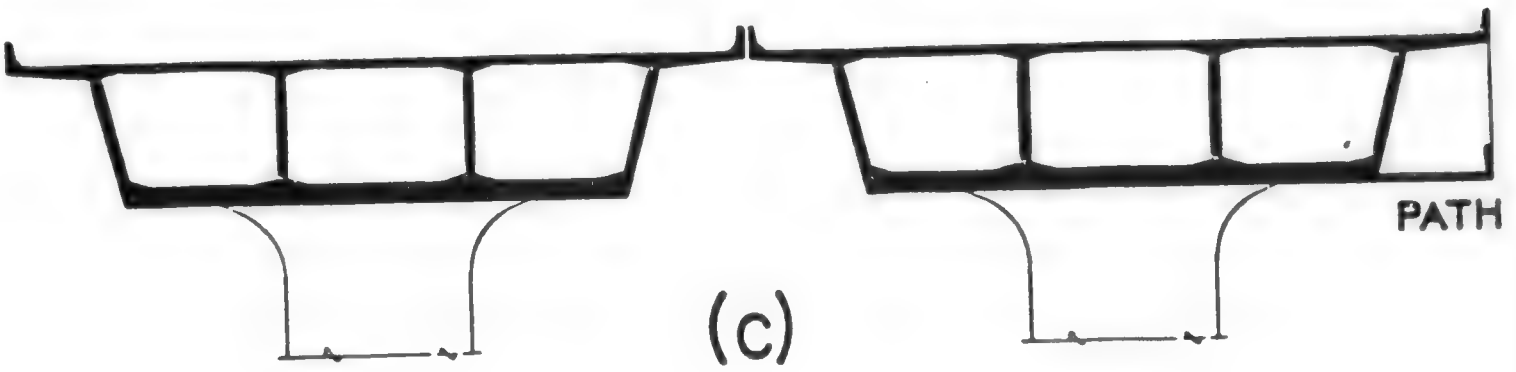


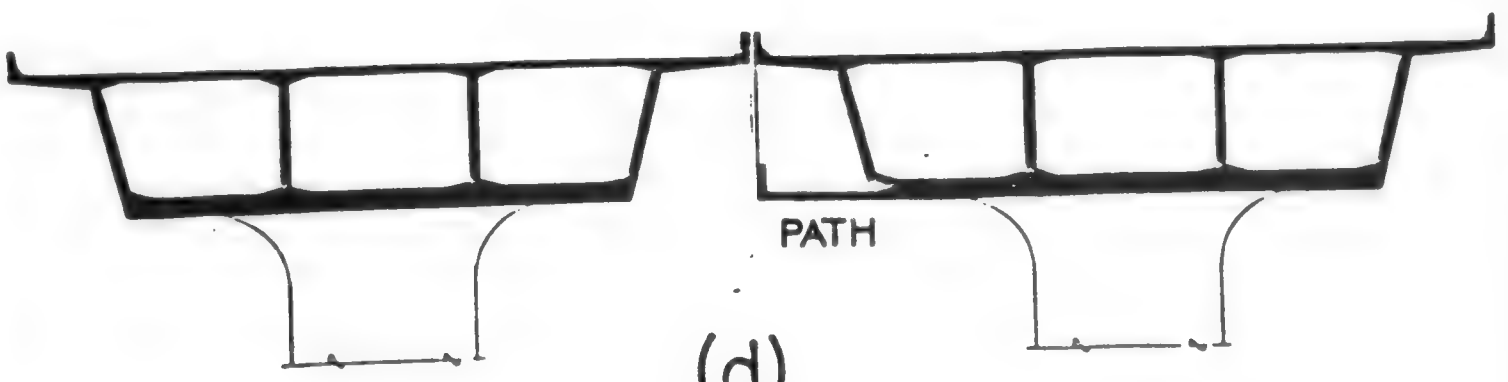

(a)




(b)




(c)




(d)

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**FIGURE 2**

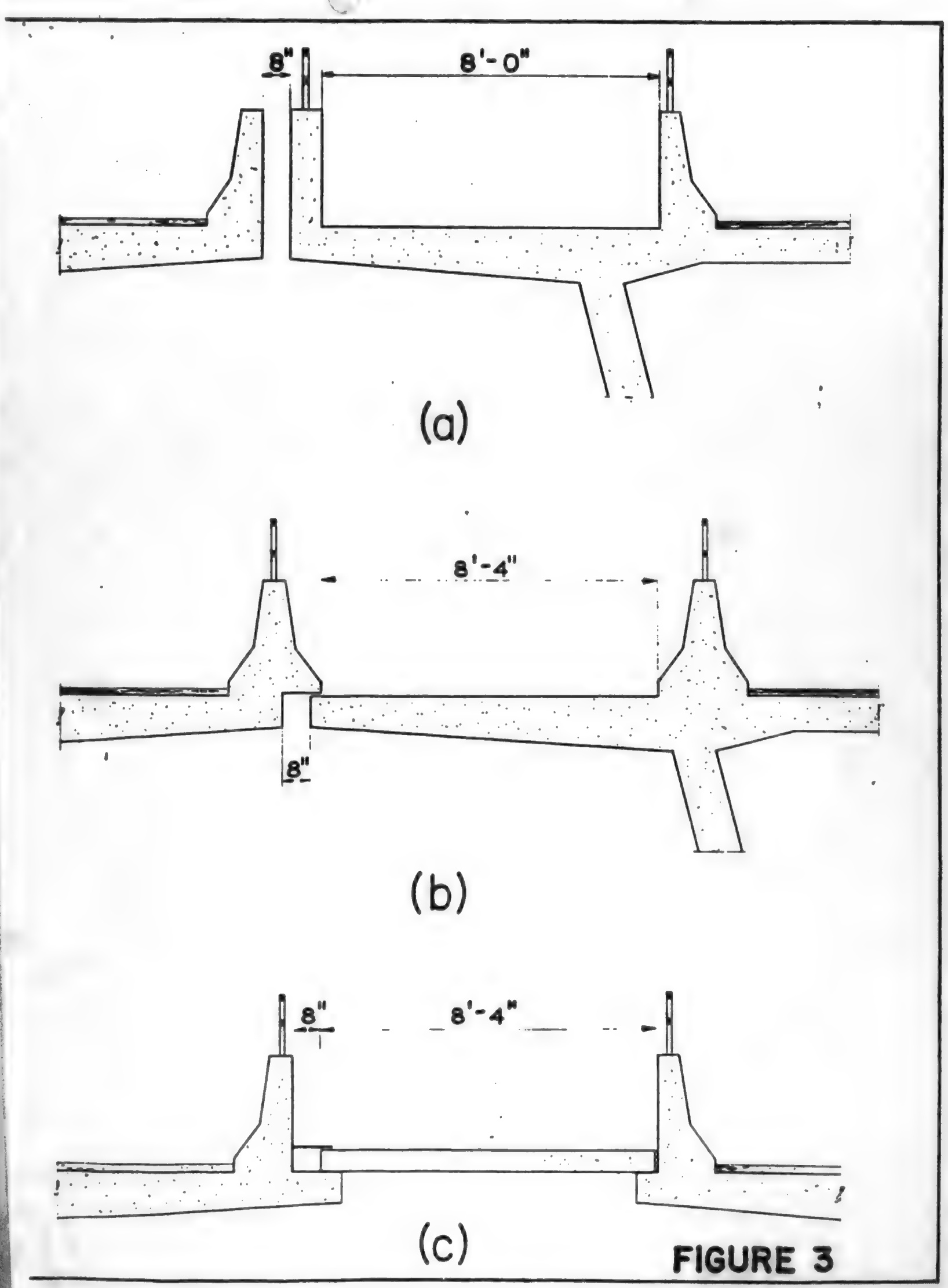


FIGURE 3

maintain a reasonable top and bottom slab structural thickness. (See Figures 2a and 2b)

Still another method (See Figure 3c) is to place a floor slab, for the path, on a projection of the main slabs from the dual structures. One side is fixed against horizontal displacement, and the other allowed to slide on plates for any differential movement between the two main structures. A floor plate is utilized on the expansion side for protection of the user.

From the standpoint of safety of the traveling public, it appears that a pedestrian-bicycle path mounted on the bridge centerline, as shown in Figure 3(a), would be a satisfactory solution.

The users' view, from a centerline-mounted path, is restricted more than from some other location on the bridge. The profile grade, sloping downward to the south, and the superelevation and superelevation transitions restrict the view of the horizon to an average of about 210°. The view from the centerline is further restricted by motor vehicles traveling on both sides of the path.

The appearance of the bridge is generally unaffected by the addition of this pathway, except for access ramps at either end. Ramps are discussed in detail in another section of this report.

B. AT ROADWAY LEVEL ON OUTSIDE OF STRUCTURE

With little or no adjustments to the horizontal and vertical geometry of the established plan, an 8-foot wide



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pedestrian-bicycle path can be added to the outside edge of either roadway or both roadways (See Figure 2b). The structural arrangement is similar to the scheme for a centerline-mounted path as shown in Figure 3(a).

For safety, a parapet is located on the exterior edge, and a fence or railing set on top to provide protection 4'-6" above the top of slab. There are some locations on the bridge where the observer's eye is as much as 200 feet above ground or water, and prevention of an accidental fall is mandatory.

The view from a side-mounted path is less obstructed than from the center-mounted location. An average of 240° of horizon can be seen from the east side and 280° from the west side, due to the gradient and superelevation conditions. The vehicular traffic is an interruption to the view from only one side.

A minor disturbance to the appearance of the bridge is created by the side-mounted railing and any access ramps.

C. BELOW ROADWAY DECK

A pedestrian-bicycle path can be set below the cantilever projection of the roadway slab on either the outside or on centerline as shown in Figure 2c or 2d.

The separation of traveled ways makes the path invulnerable to vehicular traffic and some protection from the elements is also afforded. Undesirable activities may be encouraged, however, because pathway users are essentially hidden from view

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and because access to the path is provided only near the bridge ends, which are over a mile apart. Moreover, pedestrians and cyclists will be reluctant to use the path at night unless it is lighted.

The view from the side-mounted path is restricted to 180° of horizon, while the center-mounted location is completely shut off from long-range views.

The side-mounted path under the roadway, as well as its access ramps, are detrimental to the appearance of the bridge, while only the ramps of the center-mounted path detract from the appearance.



0104347

BRIDGE RAIL AND FENCE

Several factors affect the selection of a type of rail or fence to be used for the pedestrian-bicycle path. Safety, access from one part of the structure to another in emergencies, appearance, and sight obstruction are all of importance.

For the safety of the cyclist, the selection of a smooth-faced parapet or barrier of a height approximating the level of the bicycle seat is desirable. A fence or rail should be added to the top of this parapet to a height of about 4'-6" to prevent an accidental fall.

This fence or rail can be of several varieties of tubular construction, woven wire or fabricated steel. Since a trip across the Columbia River Bridge can be an exciting experience, provided the view is not unduly obstructed, a strong but open-type rail is suggested.

A rail composed of 1" square bars, as shown on Figure 3, will provide safety, purposeful access, minimal obstruction to the view, and minimal effect on appearance of the bridge.



0104348

ACCESS RAMPS

Evergreen Highway in Washington and Marine Drive in Oregon are considered to be logical routes for a portion of a proposed comprehensive pedestrian-bicycle path system. As the Columbia River Bridge crosses over these two routes, ramps will have to be provided to permit access from the ground-level route to the bridge-mounted path.

The bridge crosses Evergreen Highway approximately 140 feet above the ground. A direct connection ramp, ground-to-bridge at this location, is not practical under this circumstance, either for the comfort of the user or from the appearance of a structural arrangement. However, the ground and bridge profiles are oriented such that approximately 1200 feet to the north of Evergreen Highway, the bridge crosses over the Lewis and Clark Highway about 35 feet above ground. It is apparent, therefore, that a ground-to-bridge ramp can be placed in the area between the two highways which can be further connected by an at-grade facility leading to either or both highways. Such an arrangement is shown on Plate 1.

The ground contours and planned traffic movements at the northern terminus of the bridge do not lend themselves to a scheme which allows the bridge-mounted path to extend over the abutment and return at grade to a local trail.

At Marine Drive, several possibilities exist for positioning a pedestrian-bicycle path access ramp, depending on the position of that facility on the bridge superstructure. If the pedestrian-bicycle

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path is placed on either of the exterior edges of the bridge, it should be extended across the bridge abutment and then be connected with Marine Drive by an at-grade ramp. If a centerline-mounted pedestrian-bicycle path is adopted, a structural ramp suspended from the bridge superstructure should terminate at the northerly edge of Marine Drive. These concepts are shown on Plates 2 and 3.



01.04350

## LOCATIONS COMPARED

In order to arrive at a conclusion that one scheme or a combination of elements from several schemes may be the better way of constructing a pedestrian-bicycle path on the Columbia River Bridge, the advantages and disadvantages of each location are compared as follows:

### A. At Roadway Level on Centerline of Bridge

| Advantages | Disadvantages |
|---|---|
| Safer than locations below roadway deck | Dissimilar structures for northbound and southbound roadways increases unit costs |
| Second best view of surrounding area | Structural ramps at ten percent grade required at both ends |
| Appearance of bridge unaffected except by access ramps | Revision of established geometrics for bridge and interchange required |

### B. At Roadway Level on Outside of Structure

| Advantages | Disadvantages |
|---|---|
| Safer than locations below roadway deck | Dissimilar structures for northbound and southbound roadways increases unit costs |
| Best view of the surrounding area | Structural ramp at ten percent grade required at north end |
| Appearance of bridge will have minor conflicts | Minor effect to bridge geometrics |
| Ramp at grade possible on southerly end | |



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C. Below Roadway Deck

| Advantages | Disadvantages |
|---|---|
| Adjustment of established geometrics not required | Least safe of any location for the user |
| Ramp grades are less and more easily used | Structural ramps required at both ends |
| | Least view of surrounding area |

These comparisons indicate that a roadway level pedestrian-bicycle path is as safe as any possible location on the Columbia River Bridge. In addition, the edge-mounted path has advantages over the centerline-mounted path in that: a ground-level ramp at a slight grade can be constructed at the southern end, the view from this location on the bridge is greater, little or no revision to established geometrics is required, and the appearance of the structure is less affected with the elimination of the southerly structural ramp.



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## COST ESTIMATE

Since this study clearly indicates a roadway level location to be the safest location for a pedestrian-bicycle path, cost estimates have been prepared for the two routes considered for that location. A breakdown of increased substructure and superstructure estimated costs by States is as follows:

| | Centerline-Mounted Route | Edge-Mounted Route |
|---|---|---|
| Washington | | |
| Substructure | $ 320,000 | $ 379,000 |
| Superstructure | 599,000 | 614,000 |
| | $ 919,000 | $ 993,000 |
| Oregon | | |
| Substructure | $ 750,000 | $ 830,000 |
| Superstructure | 1,255,000 | 1,347,000 |
| | $2,005,000 | $2,177,000 |
| Total | $2,924,000 | $3,170,000 |
| 20% Engineering & Contingencies | 586,000 | 630,000 |
| Grand Total | $3,510,000 | $3,800,000 |



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## CONCLUSIONS

Should the installation of a pedestrian-bicycle path be required on the I-205 Columbia River Bridge in order to complete a comprehensive plan for this type of transportation, then a location at roadway level on the west side of the structure is considered the most desirable.

This location is safe, accessible from the roadway in case of emergency, provides maximum view of the surrounding area, is easily reached from the southerly at-grade ramp, and detracts little from the appearance of the bridge.

The pedestrian-bicycle path at this location would add approximately $3,800,000 to the cost of the structure which represents about 5.5 percent of the estimated total construction cost.

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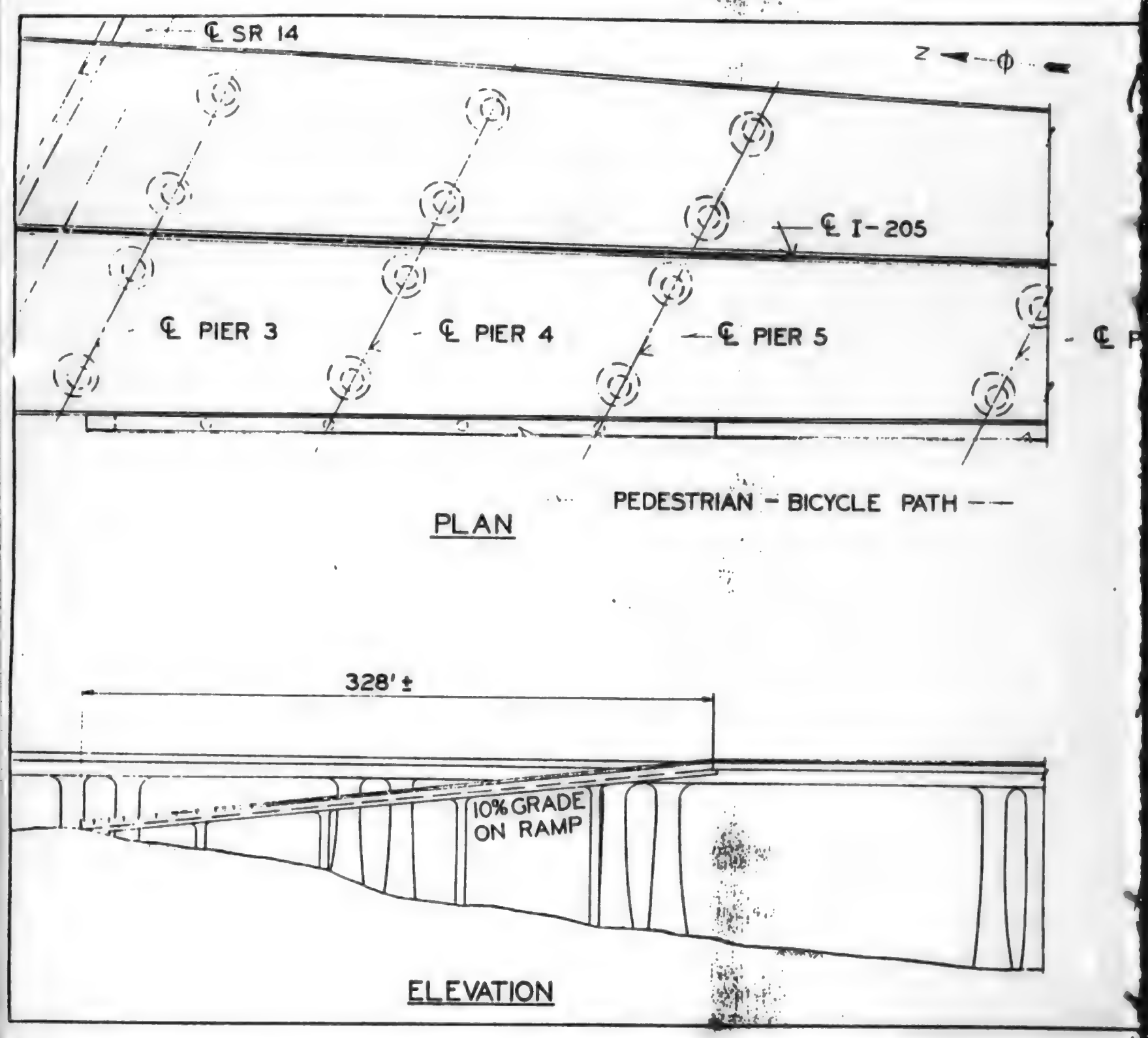
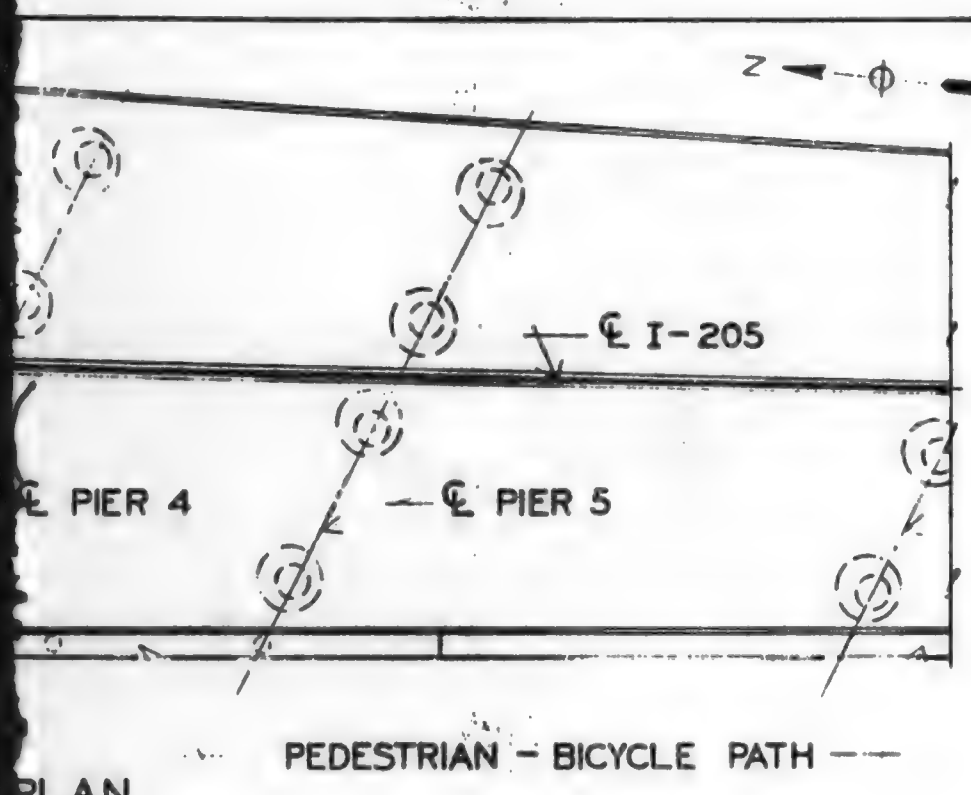
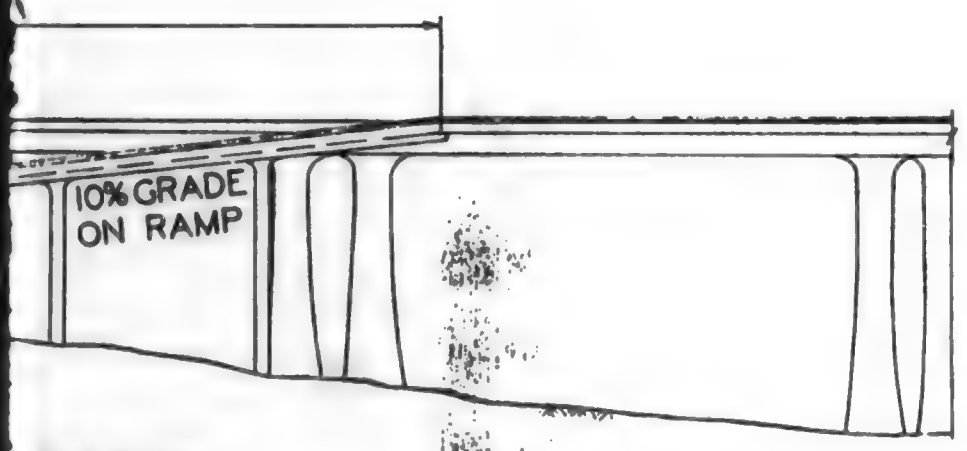



PLAN

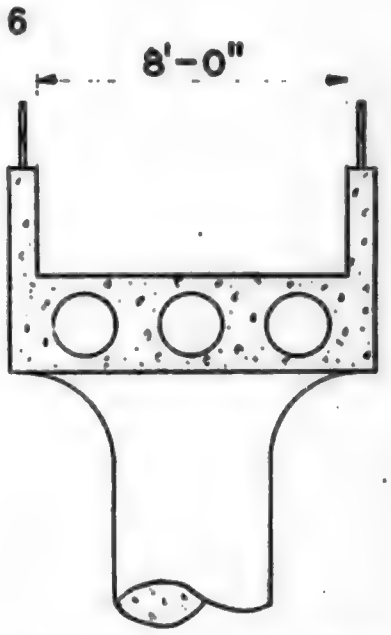
ELEVATION




PLAN




ELEVATION




TYPICAL SECTION
OF RAMP

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PLATE I

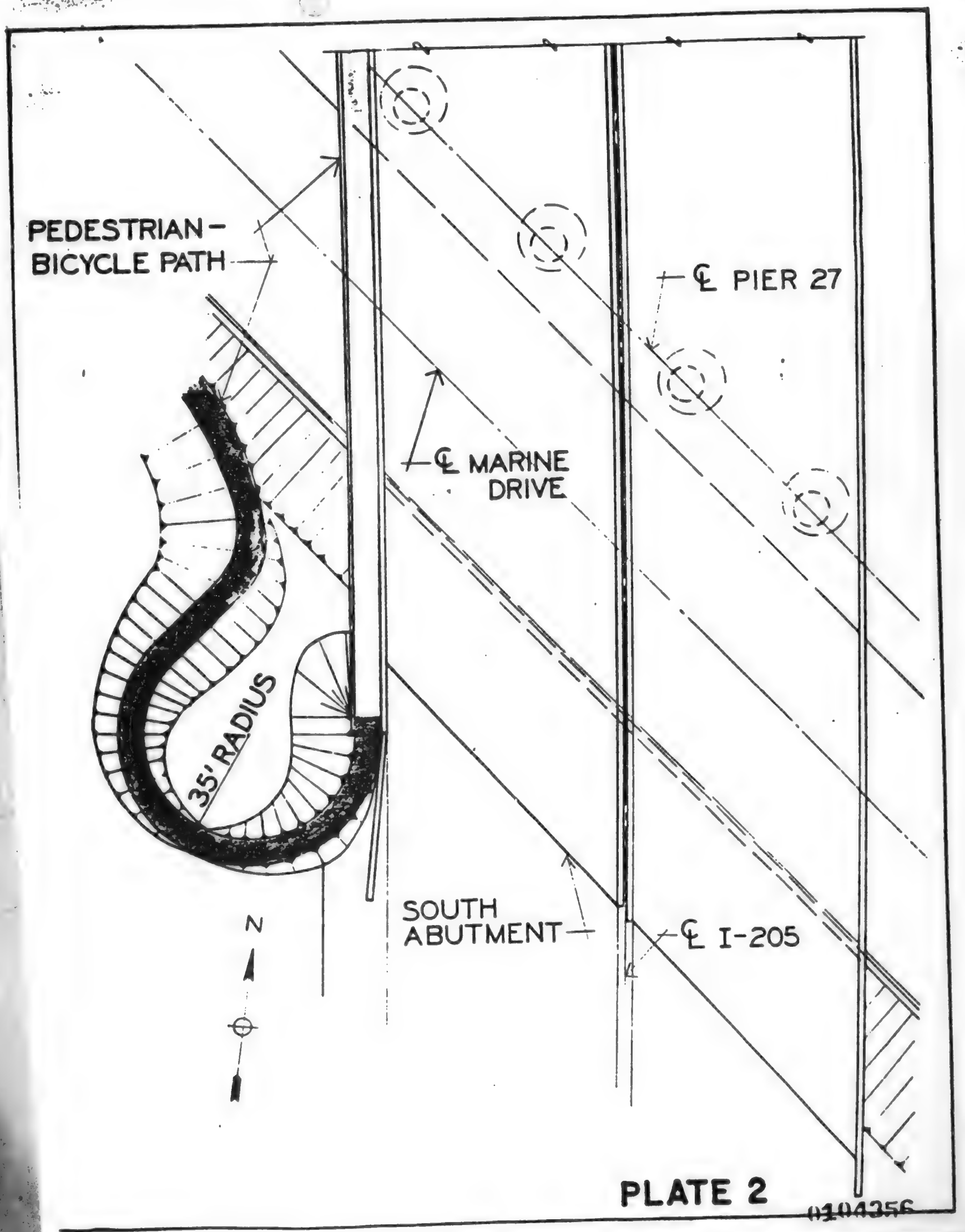


PLATE 2

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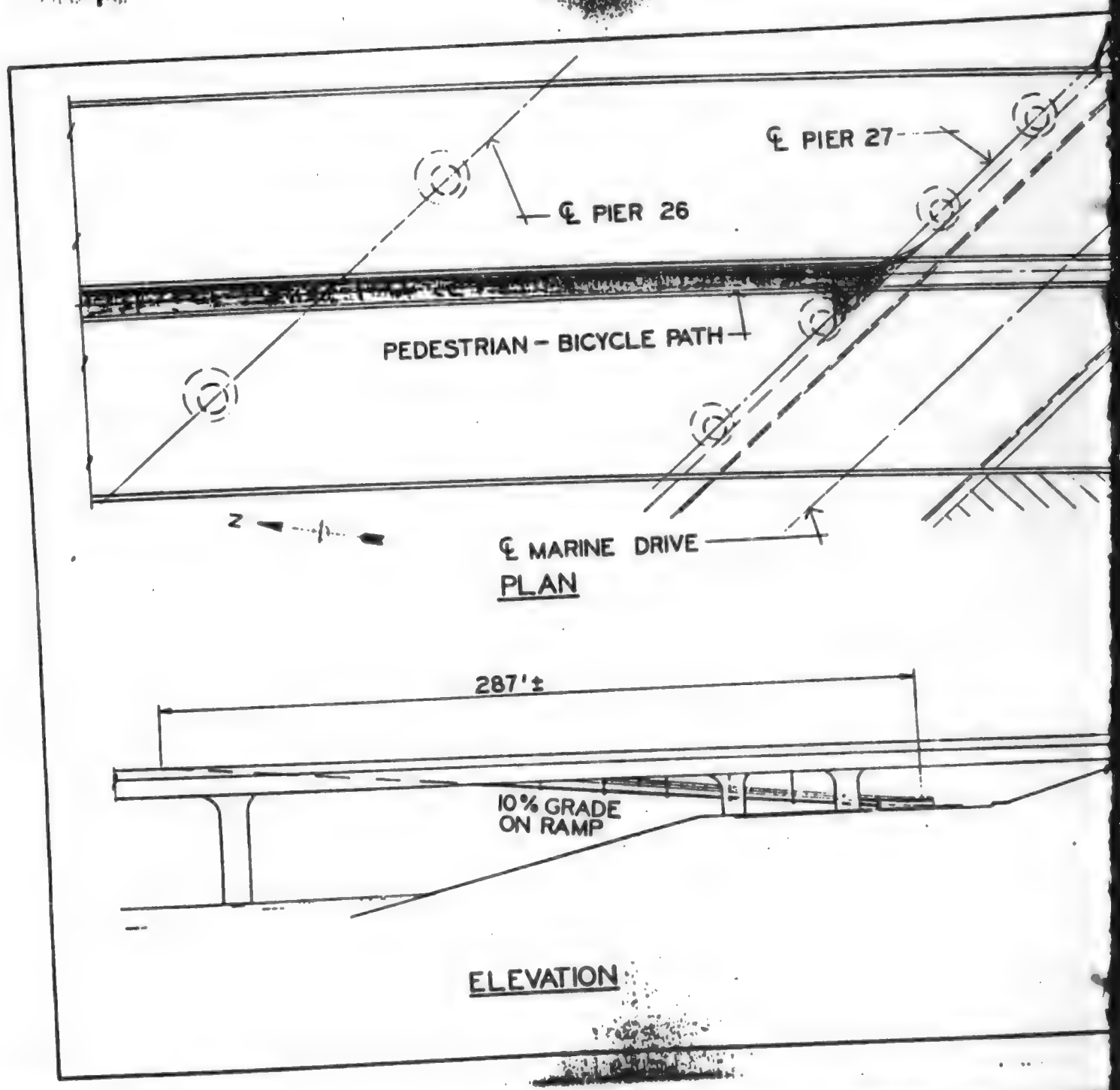
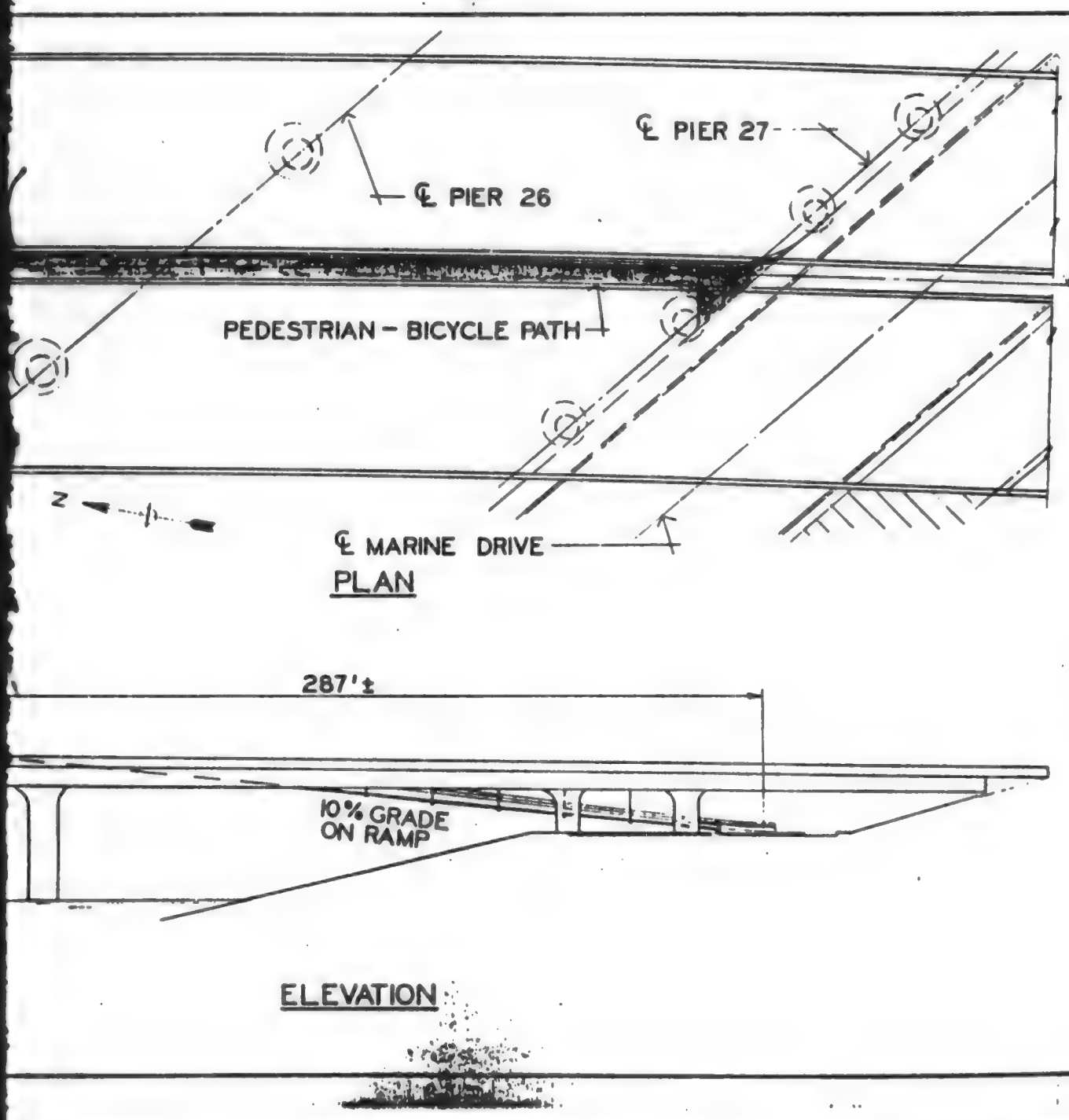
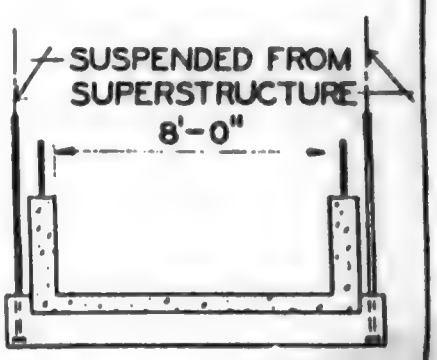

℄ PIER 27
℄ PIER 26
PEDESTRIAN – BICYCLE PATH
℄ MARINE DRIVE
PLAN
287'±
10% GRADE
ON RAMP
ELEVATION




PLAN




ELEVATION




TYPICAL SECTION
OF RAMP

0104357

PLATE 3

EXHIBIT 4
WITNESS
DATE
SUSAN COOKMAN

RDB — PLP

33400

June 2, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Walter J. Hart
Bridge Engineer

Gentlemen:

Subject: I-205 Columbia River Bridge
Bridge 9555

As requested in your May 4, 1972, letter, we enclose comparative cost estimates for alternative pedestrian-bicycle path locations. The alternative locations are shown on Figure 2 and Figure 3 of our Supplemental Studies dated March 20, 1972.

The estimates are order-of-magnitude costs based on 1971 unit prices. They are subdivided into substructure and superstructure costs in Washington and Oregon, plus an item to cover engineering costs and contingencies. Engineering cost will, of course, vary among the alternatives but will also depend upon the degree of completion of the established design concept at the time an alternative path location is adopted.

A roadway level path completely contained on one of the dual structures is recommended for its safety, accessibility from the roadway, view from the bridge, minimal maintenance, and because it detracts the least from the bridge's appearance.

Very truly yours,

SVERDRUP & PARCEL AND ASSOCIATES, Inc.

RJA

R. Jack Allen, P. E.
Project Engineer

0101043

Enclosures

cc: H. Scott Coulter

bcc: H. Clinton

Thomas A. Gaffney

II

# A PEDESTRIAN-BICYCLE PATH ADDITION TO THE PROPOSED INTERSTATE ROUTE I-205 COLUMBIA RIVER BRIDGE

Prepared for

OREGON STATE HIGHWAY COMMISSION

JANUARY 2, 1973

SVERDRUP & PARCEL AND ASSOCIATES, Inc.
Consulting Engineers

Bellevue, Washington - St. Louis, Missouri

EXHIBIT 2
WITNESS
DATE
SUSAN COOKMAN

0104510

SUMMARY

This report covers the study for the addition of a pedestrian-bicycle path to the proposed I-205 Columbia River Bridge.

Alternative locations of the path on the bridge are presented and compared with respect to safety, access, and appearance. The view of the surrounding area from these locations, the effect of the installation on established structural and geometric plans, benefits from multiple use and estimated cost of the addition are also discussed.

If a pedestrian-bicycle path is required on this structure, construction of the path on the west side of the bridge, connected to ground facilities near the abutments of the structure is recommended.

The estimated cost of this pedestrian-bicycle path addition to the bridge is approximately $3,800,000.

0104512

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0104513

PLATES

(Bound at end of report)


1 Precast Path - Strut-Supported and Post-Tensioned

2 Precast Path on Centerline

3 Access Ramp at SR-14

4 Access at Marine Drive

5 Inspection Access

6 Inspection Access




0104514

## INTRODUCTION

Route I-205 is a circumferential Interstate Highway which passes to the east of Portland, Oregon and Vancouver, Washington. A bridge, presently being designed, will carry this highway across the Columbia River as shown on Figure 1.

A system of bicycle trails has been proposed in the Portland-Vancouver area, and a path on the I-205 Columbia River Bridge has been suggested as part of that system. Comprehensive plans, presently being developed, will include facilities on Marine Drive in Oregon and near Evergreen Highway in Washington.

This report presents several possible locations for a pedestrian-bicycle path on the bridge, structural concepts for making the addition, and the necessary ramps to connect with local facilities.

Design criteria, safety of the traveling public, aesthetic impact of the addition to the structure, construction costs, and economic returns for multiple use are discussed and conclusions are drawn for a recommendation of the optimum installation.



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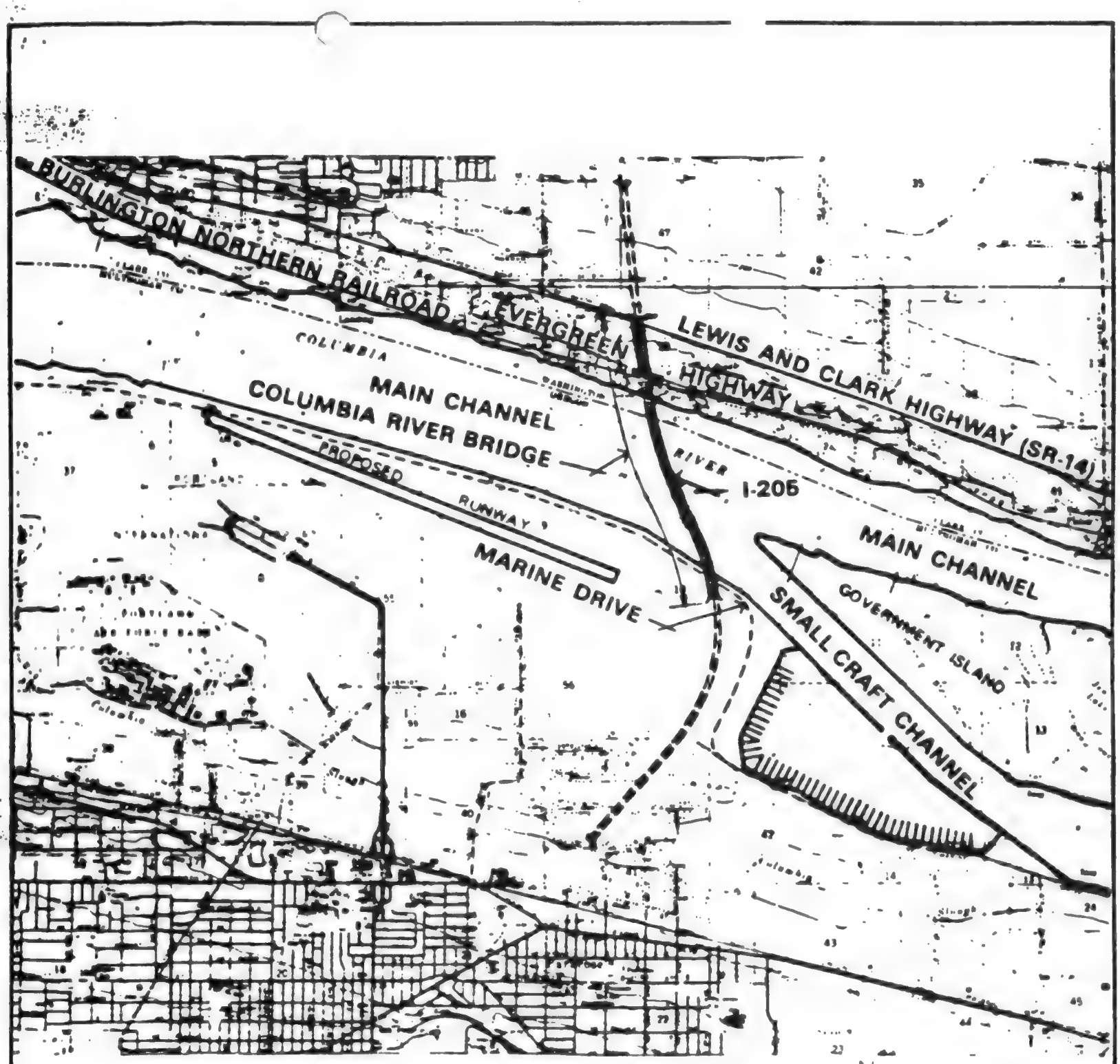


NOTE BASE MAPS U.S.G.S. SE 4 PORTLAND 15' QUADRANGLE, 1961
SCALE APPROXIMATELY 1" = 4,000'

0304516

FIGURE 1

DESIGN CRITERIA

The following criteria have been derived in part from "Footpaths and Bike Routes - Standards and Guidelines", Oregon State Highway Division, January, 1972.

1. Width - A single two-way path shall be eight feet wide. Two one-way paths shall each be a minimum of four feet wide and preferably six feet wide.

2. Height - Minimum vertical clearance shall be ten feet.

3. Alignment - Maximum grade shall be ten percent. Minimum radius of curvature shall be twenty feet.

4. Design Load - Live load shall be in accordance with AASHO Sidewalk Loading. Railing load shall be in accordance with AASHO design load for Pedestrian Railing.

0104517

## PEDESTRIAN-BICYCLE PATH ON STRUCTURE

In the study, for the addition of a pedestrian-bicycle facility to the proposed Columbia River Bridge, consideration must be given to the location of the path, width and number of paths, and structural concepts involved in attaching the path to the structure. The location is important from the standpoint of saftey, unobstructed view, access from ground facilities, access to the structure, and the aesthetic impact the addition might have on the structure. Width is a factor in the selection of one or two paths and whether or not a one-way directional path or a two-way route is desirable. Structural concepts employing the use of prefabricated externally attached units or integral installations will directly influence the ultimate construction cost of the installation. These and other considerations are discussed and compared in the following paragraphs and sections of this report.

### A. LOCATION

The pedestrian-bicycle path can be positioned at roadway level or it can be suspended below the deck slab. In either of these instances, the path could be oriented on one or both edges of the structure or could be set on or near the centerline of bridge (see Figures 2 through 7).

If a path or paths are located at roadway level, all areas for the different modes of travel are in view and accessible one to the other. This is beneficial both for the minor disturbance or the more serious accident when outside help is needed. In

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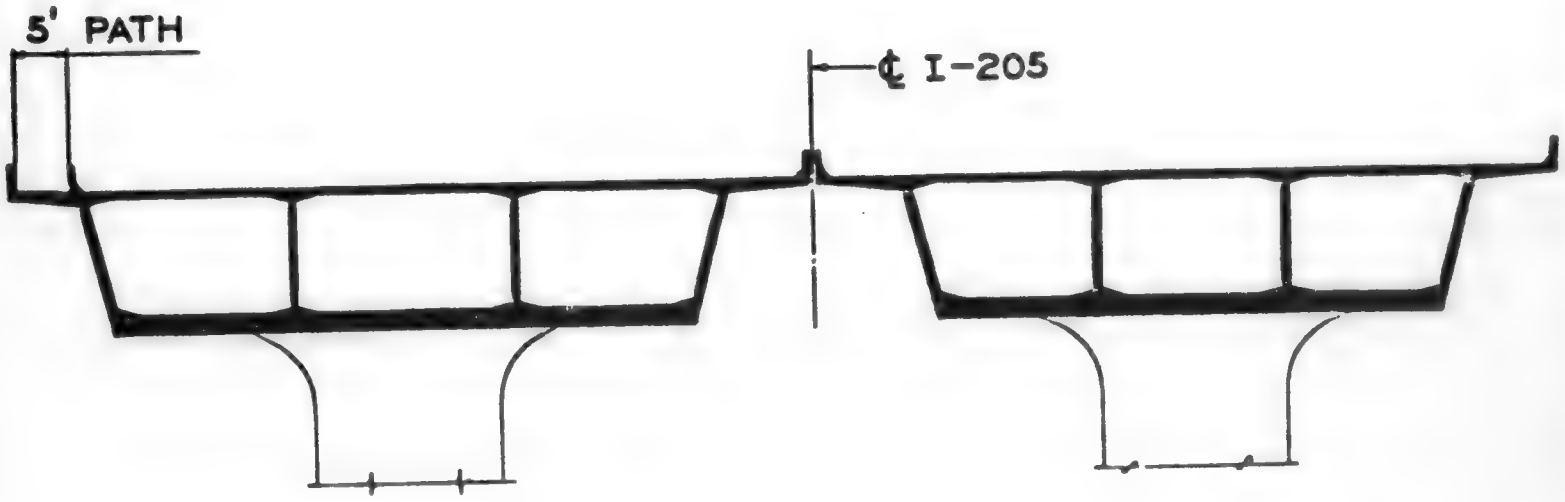
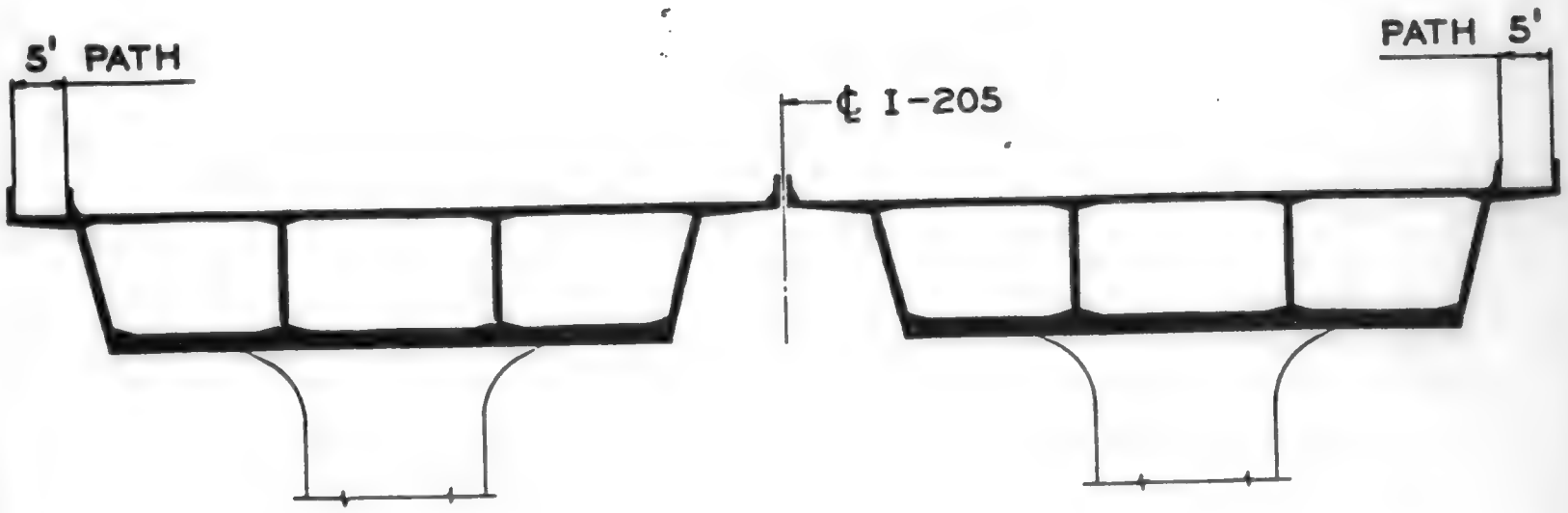
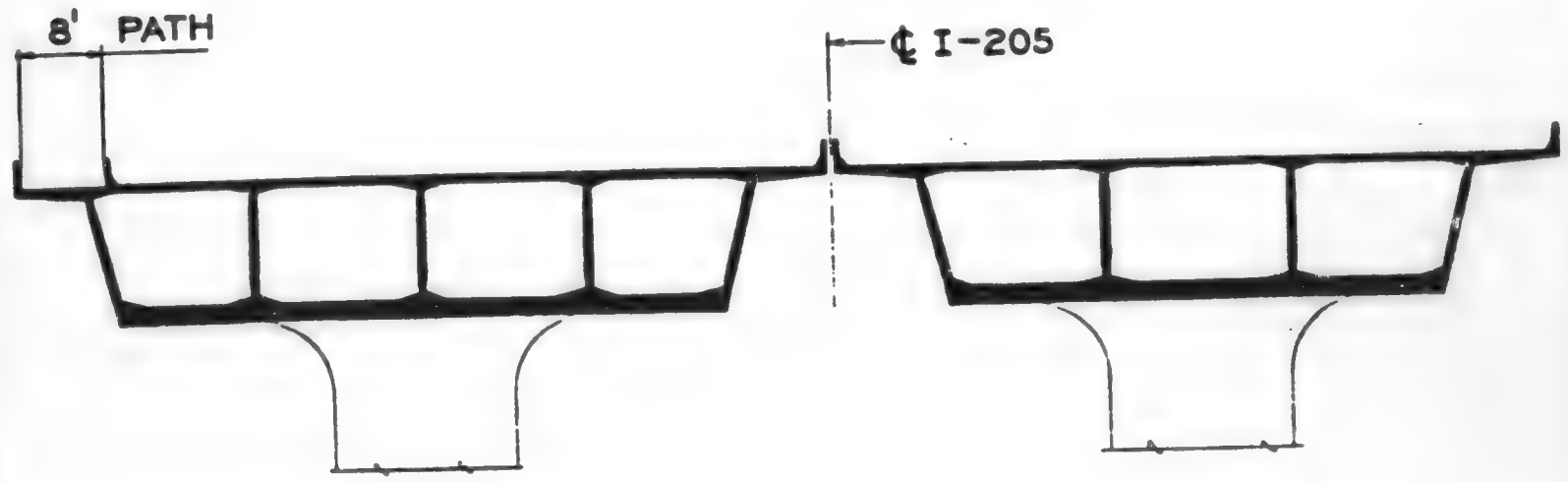


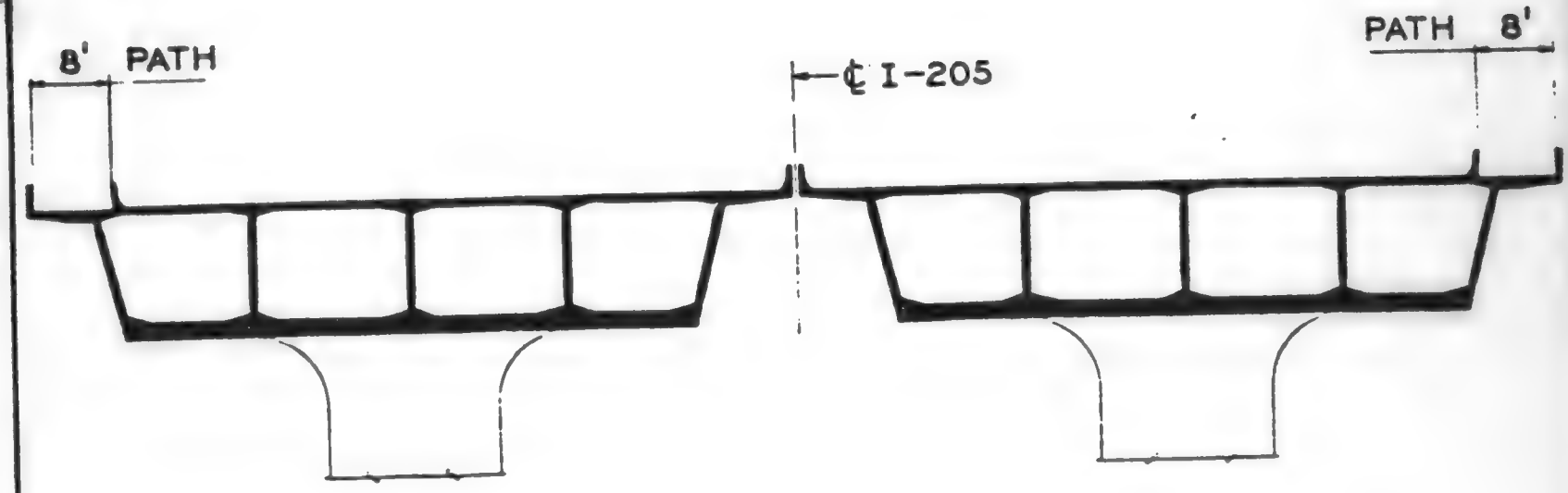




INTEGRAL 5' PATH - ONE OR BOTH SIDES

01.04519

FIGURE 2




INTEGRAL 8' PATH - ONE OR BOTH SIDES

0104520

FIGURE 3

addition, roadway lighting would be available for illumination of the path as well as the travelled way.

If the path is suspended below the deck slab, the slower pedestrian-bicycle traffic is entirely separated from the vehicular traffic, thereby preventing any interference between the two. The path would also be partially protected from the elements by the roadway slab. However, a separate lighting system would have to supply the illumination for this path. In addition, minor disturbances would go unnoticed and accident scenes would be difficult to reach because access to the path is provided only near the bridge ends, which are over a mile apart.

From the standpoint of safety, it appears that the roadway level path or paths would have preference over those suspended below the deck slab.

Since a trip across the Columbia River Bridge can be an exciting experience to a pedestrian or bicyclist, it is desirable to locate the path in that area and at that height which would afford the maximum view of the surrounding area. For those path locations suspended below the deck slab, the view is entirely cut off for the centerline-mounted path and is limited to 180° of horizon for a path on either edge. Roadway-level paths would provide a considerably better vantage point with a path on the west edge giving the most view and a centerline-mounted path the least view of the landscape. The varying degrees of view of each of the roadway-level paths is due in part to the superelevation of the structure and the location of the path with respect to vehicular traffic.



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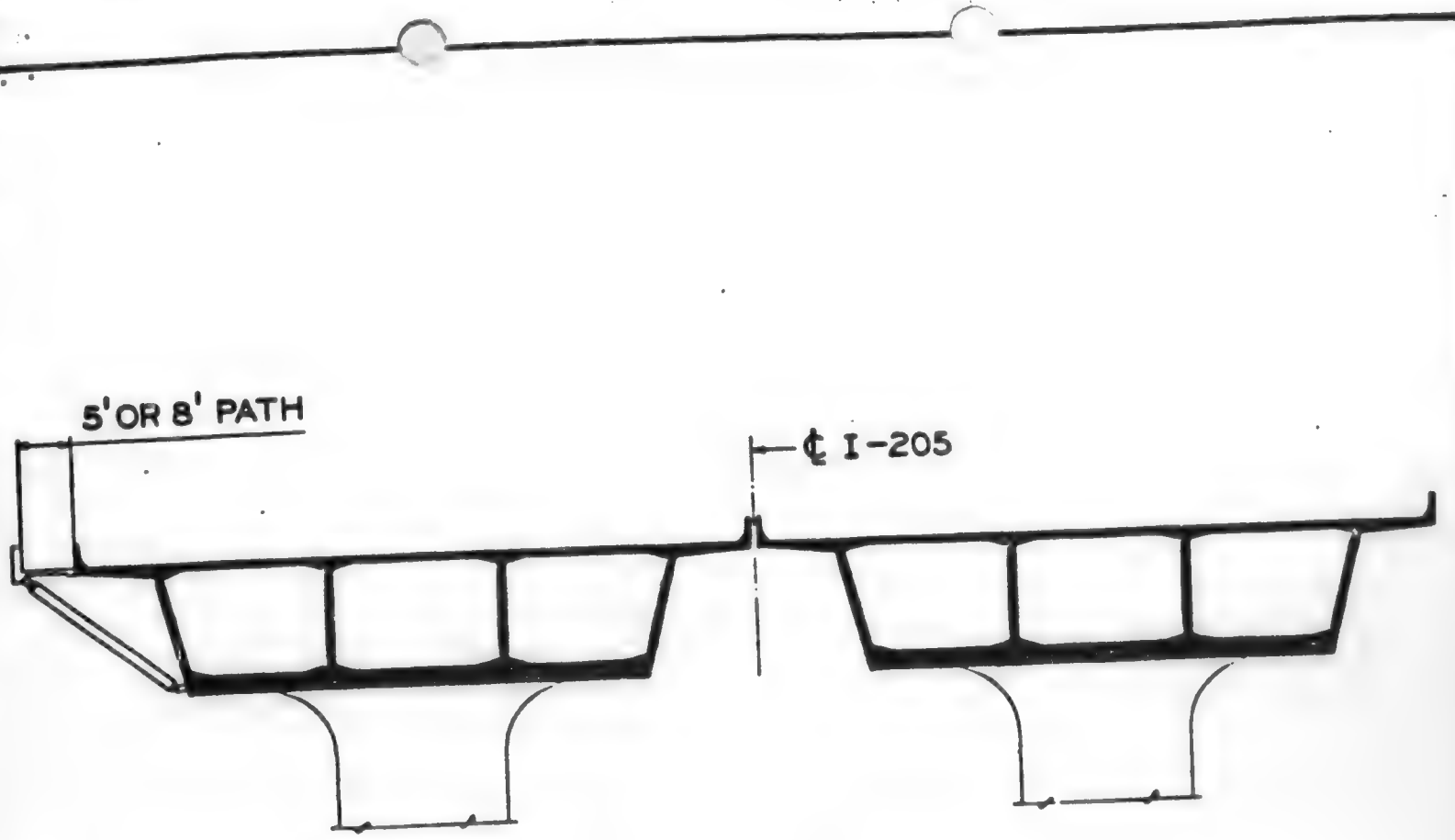


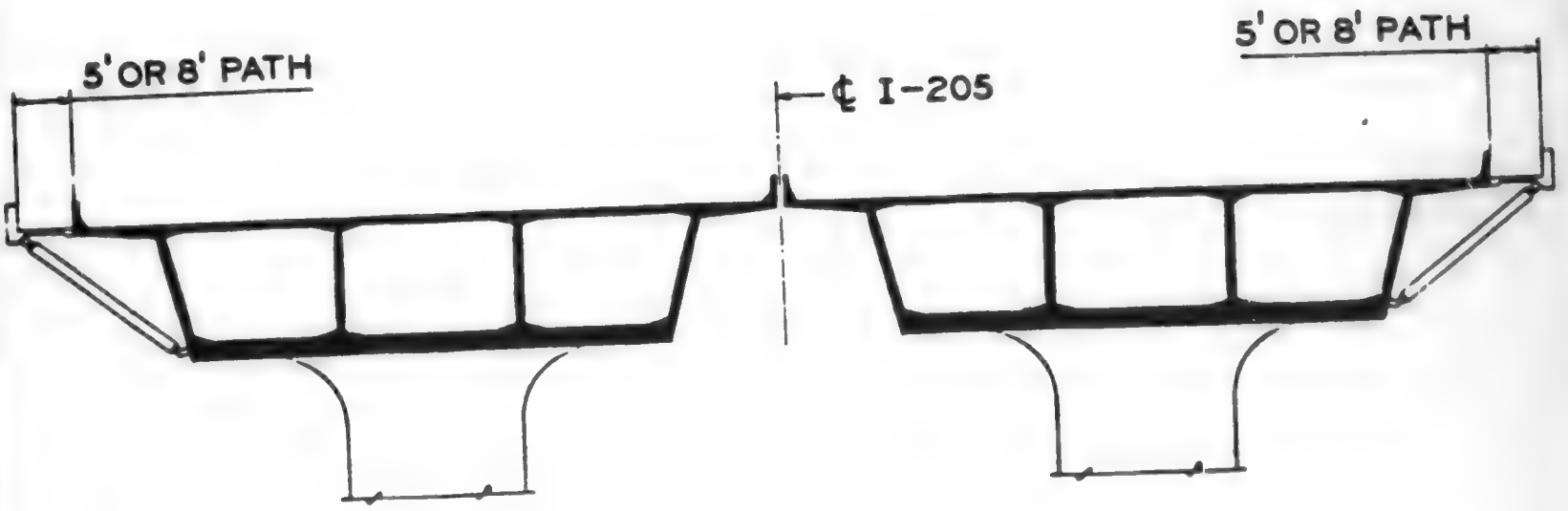


PRECAST - STRUT-SUPPORTED - 5' OR 8' PATH
ONE OR BOTH SIDES

03.04522

FIGURE 4

For the access from ground facilities, the least height which a pedestrian or bicyclist has to traverse to reach the path would be the more comfortable. With no reservations, the paths suspended below the deck slab would afford this feature. A ramp at a ten percent gradient would be about one hundred feet longer in order to reach a roadway-level path as opposed to that for a suspended path.

For access to the structure itself, for purposes of maintenance and inspection, a direct entrance is preferable. Other than providing manholes in the deck slab, which has its objections, a door through the exterior web of the box girder would be the alternate choice. The most direct route to this entrance would be the suspended path below the deck slab.

From an aesthetic point of view, an installation of a path which does not conflict with presently established geometrical lines of the bridge would be desirable. Any integral path at roadway level, any precast unit which extends existing lines or any path on the centerline of bridge, at roadway level or suspended below the deck slab, will comply with this requirement. Exterior-suspended paths or strut-supported precast paths would conflict with and have a detrimental effect on the appearance of the structure.

B. SINGLE OR DUAL FACILITY

A single eight-foot-wide path, added to one of the dual structures, would provide a two-way route to serve the pedestrian-bicycle mode of travel. However, this addition to just one bridge



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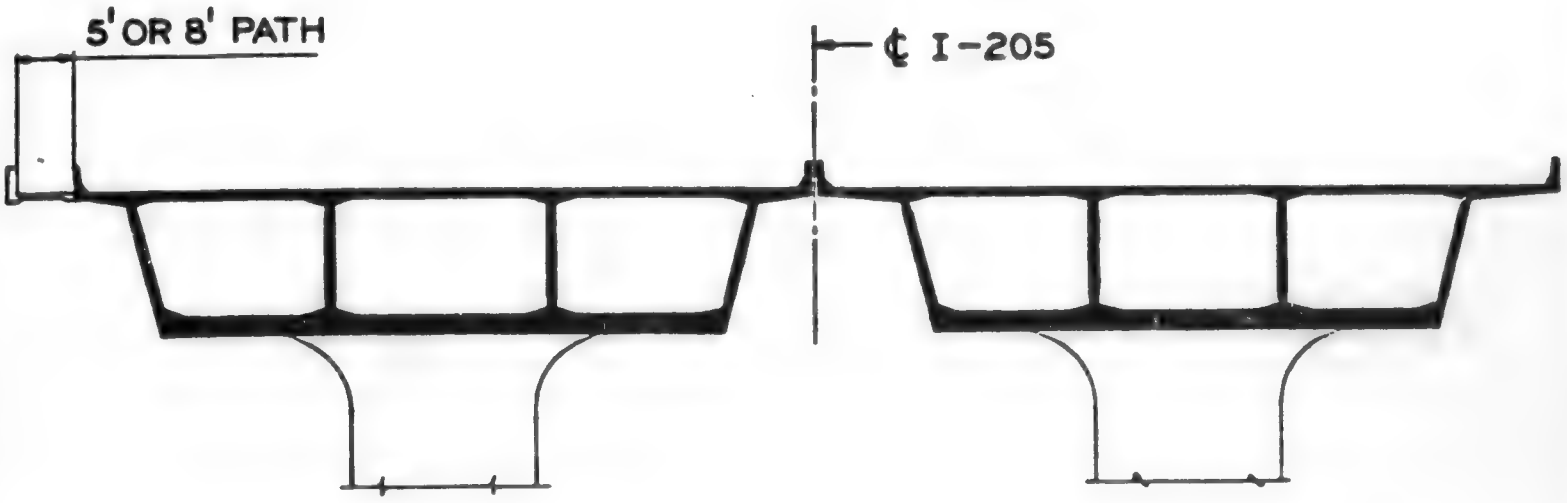


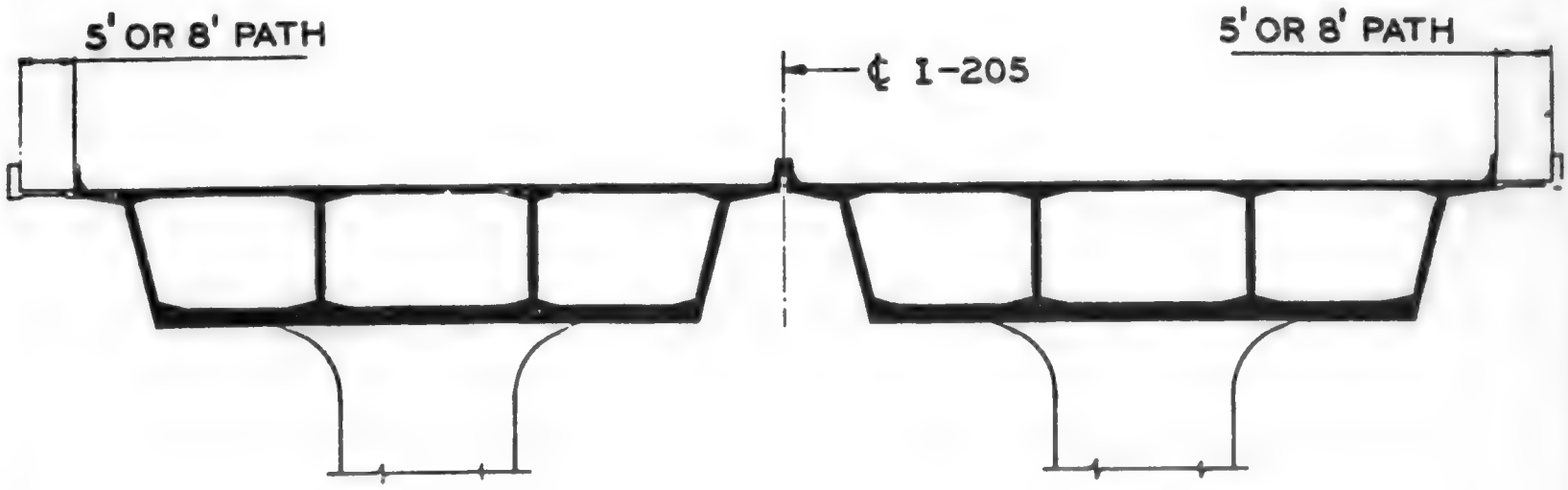


PRECAST – 5' OR 8' PATH – ONE OR BOTH SIDES
POST – TENSIONED

0104524

FIGURE 5

would have a construction cost escalation feature due to dissimilar units in the dual facility. If two five-foot-wide one-way facilities could be added, one to each of the dual structures, the facilities for the pedestrian bicyclists are improved and the dual structures would be identical, thereby improving unit cost.

However, there appears to be some question as to whether one-way traffic can be maintained on this type of facility. The path or paths are in excess of six thousand feet in length with much of this distance located on a gradient of 2.67 percent rising from the south to the north. A path of this length and at this grade would be difficult for some to traverse, and a partial trip out onto the bridge and return might be required. In this event, two-way facilities would be required for the safety of the user.

In general, a single two-way facility, eight-feet wide, would appear adequate. An alternate installation of two one-way five-foot wide paths questionable, and an addition of dual two-way eight-foot wide paths, one to each structure, would be the ultimate installation.

C. STRUCTURAL CONCEPTS

A pedestrian-bicycle path can be structurally added to the I-205 Columbia River Bridge in several ways. If the path is located at roadway level, the box girder can be widened to accommodate the facility as an integral part of the structure. If the path is suspended below the deck or is located at roadway level, it can be made up of precast units which are ultimately attached

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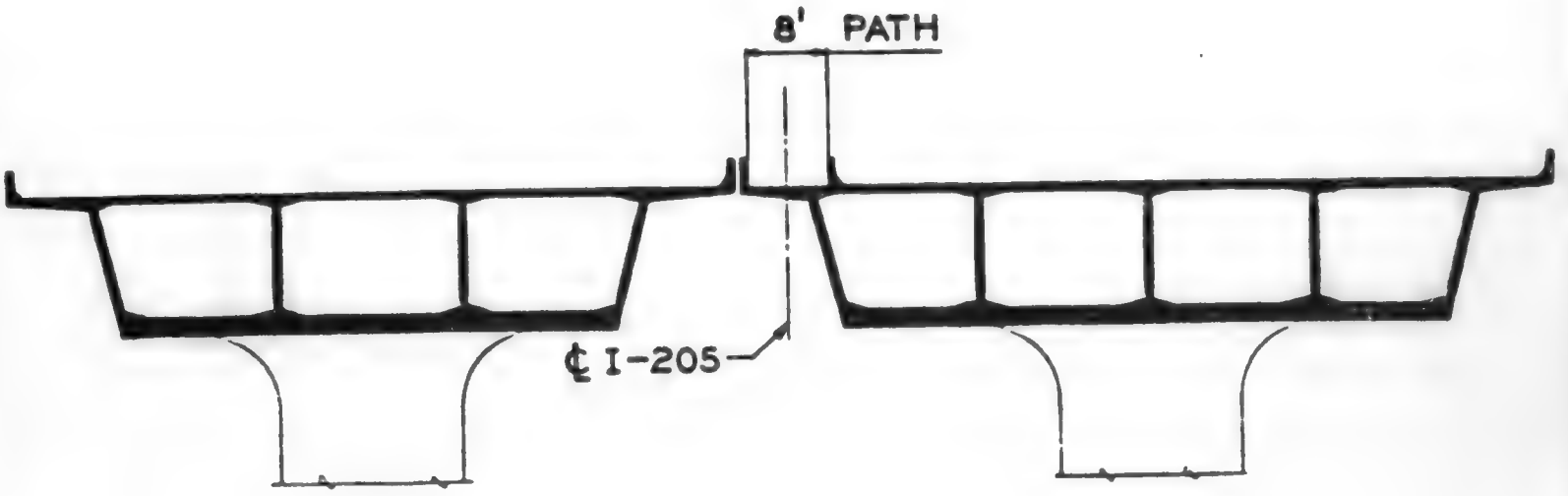


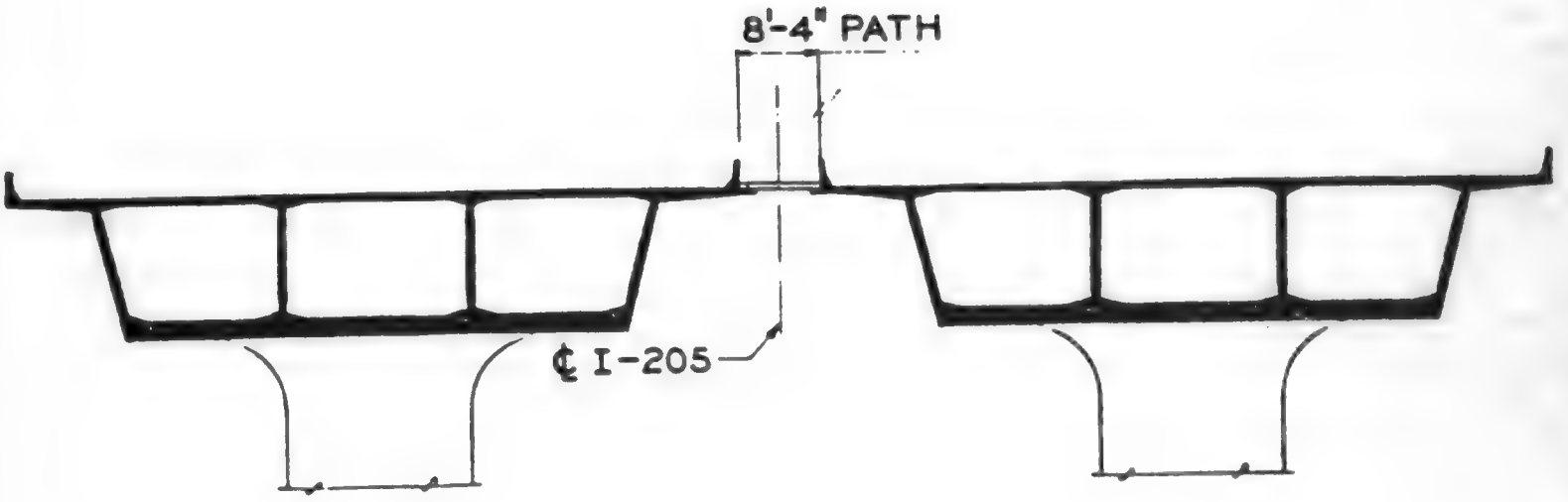


PATH ON CENTERLINE, INTEGRAL OR PRECAST

03.04526

FIGURE 6

to the superstructure. The use of one or the other of these concepts has certain structural advantages, will require that revisions be made to established geometrics, and will generally dictate the overall construction cost of the addition.

As an integral part of one or both of the dual concrete box girders, the path or paths would structurally participate with the girders to carry the additional superimposed dead and live loads. The dual structures can be maintained as separate units completely independent one to the other, with little or no concern for structural damage under unusual loading conditions such as a severe earthquake.

On the other hand, an integral path positioned on only one of the dual structures would create differences in the size and shape of the components in the dual concrete box girder bridges. It will be noted in comparing Figures 2, 3, and 6 that a five-foot-wide path creates a slight change to components of the box girder and an eight-foot-wide path could require the addition of another vertical web. This would add significantly to the construction cost of the bridge as uniformity is paramount for economy in the type of construction involved. In addition, the widened structure or structures would necessitate changes in the already established geometrics of the bridge.

Any scheme which includes the addition of precast units to the structure for the pedestrian-bicycle path would add additional weight to the existing structure without providing any load-carrying capacity. Minor to moderate structural changes would have to be

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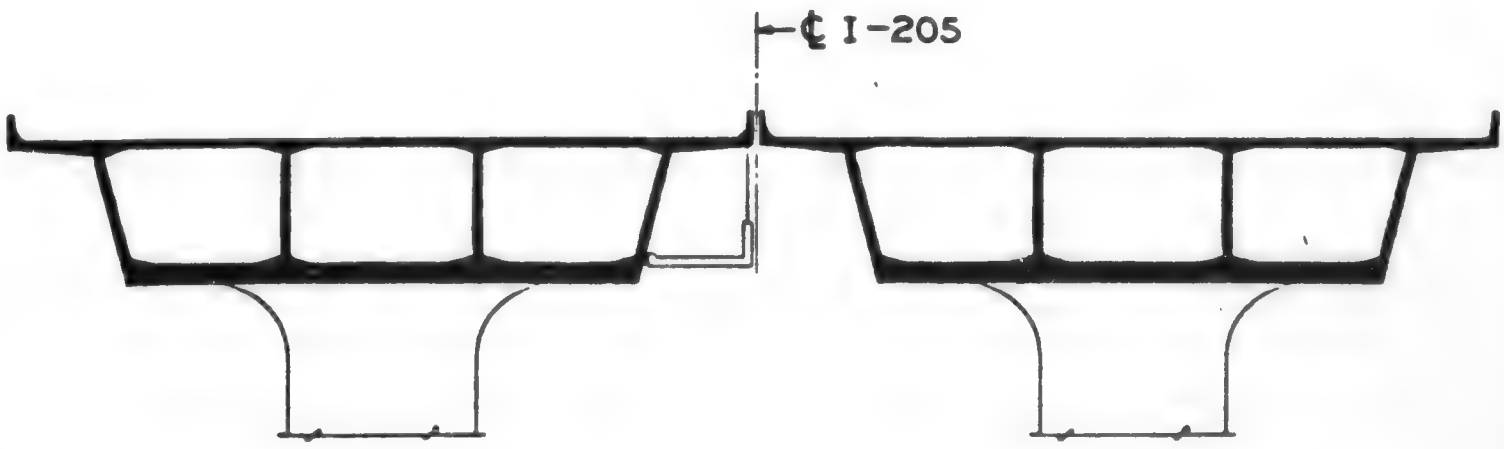
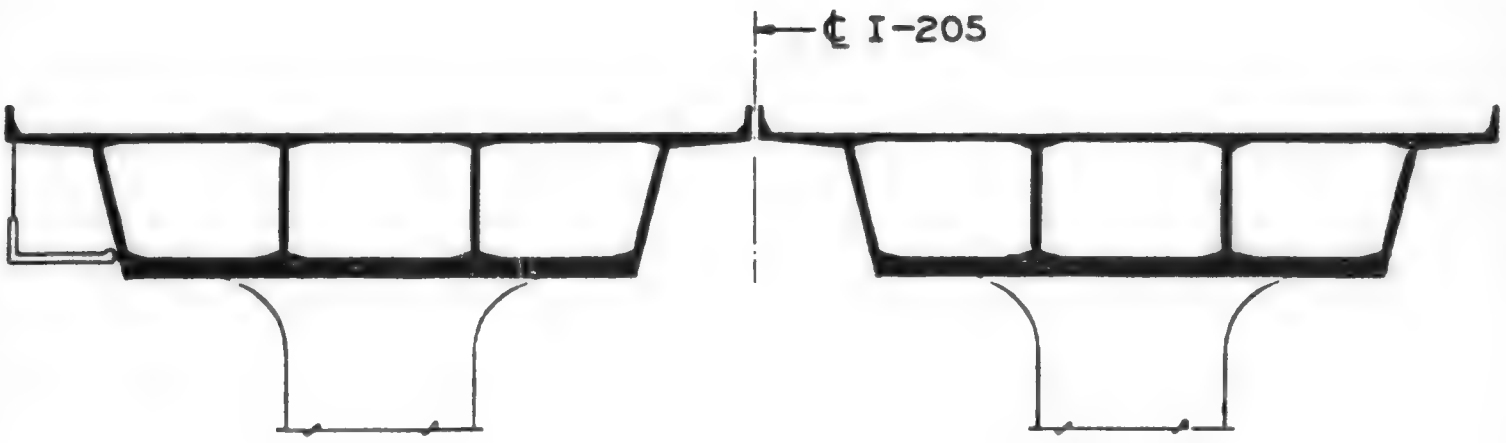



PRECAST PATH SUSPENDED BELOW ROADWAY

01.04528

FIGURE 7

made for any of the precast schemes.

In the development of preliminary designs and cost estimates for precast paths, details as shown on Plates 1 and 2 were used. In addition, all precast units were considered to be made of light-weight aggregate concrete and mild steel reinforcement. Some post tensioning is required for the addition of the precast path to the edge of the roadway slab.



03.04529

BRIDGE RIAL AND FENCE

Several factors affect the selection of a type of rail of fence to be used for the pedestrian-bicycle path. Safety, access from one part of the structure to another in emergencies, appearance, and sight obstruction are all of importance.

For the safety of the cyclist, the selection of a smooth-faced parapet or barrier of a height approximating the level of the bicycle seat is desirable. A fence or rail should be added to the top of this parapet to a height of about 4'-6" to prevent an accidental fall.

This fence or rail can be of several varieties of tubular construction, woven wire or fabricated steel. A strong, open-type rail is suggested.

A rail composed of 1-inch square bars, as shown on Plate 3, will provide safety, purposeful access, minimal obstruction to the view, and minimal effect on appearance of the bridge.

0104530

ACCESS RAMPS

Evergreen Highway in Washington and Marine Drive in Oregon are considered to be logical routes for a portion of a proposed comprehensive pedestrian-bicycle path system. As the Columbia River Bridge crosses over these two routes, ramps will have to be provided to permit access from the ground-level route to the bridge-mounted path.

The bridge crosses Evergreen Highway approximately 140 feet above the ground. A direct connection ramp, ground-to-bridge at this location, is not practical under this circumstance, either for the comfort of the user or from the appearance of a structural arrangement. However, the ground and bridge profiles are oriented such that approximately 1200 feet to the north of Evergreen Highway, the bridge crosses over the Lewis and Clark Highway about 35 feet above ground. It is apparent, therefore, that a ground-to-bridge ramp can be placed in the area between the two highways which can be further connected by an at-grade facility leading to either or both highways. Such an arrangement is shown on Plate 3.

At Marine Drive, several possibilities exist for positioning a pedestrian-bicycle path access ramp, depending on the position of that facility on the bridge superstructure. If the pedestrian-bicycle path is placed on either of the exterior edges of the bridge, it could be extended across the bridge abutment and then be connected with Marine Drive by an at-grade ramp. If a centerline-mounted



0104531

pedestrian-bicycle path is adopted, a structural ramp suspended from the bridge superstructure should terminate at the northerly edge of Marine Drive. These concepts are shown on Plate 4.

Other possibilities exist which have not been taken into account in this study. At SR-14, it is possible, with minor revision to the interchange geometrics, to extend a side-mounted path beyond the abutment and return it to the south side of the highway along the alignment of one or both ramps. If a centerline-mounted path is used, it could be extended beyond either or both of the north and south abutments in the median area and returned to local facilities at the next overcrossing. Either or both of these schemes should receive some consideration.

01104532

MULTIPLE USE OF PATH

In addition to providing a link in a comprehensive pedestrian-bicycle path system, other benefits can be derived by utilizing it for inspection and maintenance access and in the instance of roadway-level paths, emergency telephone and fire control stations could be operated and serviced from the path.

In order to measure the benefits received from the path for these additional installations, a comparison must be made with these facilities mounted on a structure with and without a path.

Inspection and maintenance personnel, on a structure without a path, would have to be routed through manholes located in the travelled way, manholes located in the shoulder area leading to ladders and platforms, or by means of side-mounted ladders and cages leading to platforms. Some of these schemes are shown in part on Plates 5 and 6. For estimating purposes, these access schemes have been developed using structural steel framing and open grating.

If a path is provided, at roadway level, the access manhole can be located in the path leading to the ladders and platforms. With a path suspended below the deck slab, the manhole in the shoulder area or side-mounted ladder again becomes necessary for access at points between the ends of the path.

It would be pertinent to emphasize, as shown on Plates 5 and 6, that the eight-foot-wide path provides sufficient width

0204533

for the manhole to give direct access to the interior of the box girder while with the five-foot-wide path an exterior-mounted ladder and platform is necessary to connect the manhole with the entrance to the box girder. In addition, the open manhole in a five-foot-wide path restricts pedestrian passage to a considerable degree.

In all schemes, with and without a path, maintenance vehicles carrying men and equipment other than a small tri-car which might operate over the path, will have to be stopped or parked along the shoulder adjacent to the entrance for unloading and loading.

The construction cost of these schemes of access, in the order of most expensive to least expensive, is as follows: side-mounted ladder to a platform with no path; manhole in shoulder area with ladder and platform leading to suspended path; manhole in five-foot-wide path leading to ladder and platform; manhole in eight-foot-wide path or travelled way leading directly into the interior of the box girder. The actual cost of each of these systems of access is not enough different to be a persuasive argument for or against any one of them. The intangible benefits received by means of access off of the travelled way, installations not affecting the appearance of the structure and minimal installations requiring the least amount of maintenance weigh heavily in favor of access by means of a manhole in an eight-foot-wide path.

In addition, junction boxes, emergency telephones, and fire control stations that can be serviced and operated off of the travelled way would be beneficial to the traveling public and maintenance personnel.

0304534

## CONSTRUCTION COST

The construction cost of each of the pedestrian-bicycle path schemes utilizing structural ramps, where applicable, and excluding any benefits for multiple use are as listed below. The total cost shown reflects the necessary modifications to established concepts, variance in unit costs for similar or dissimilar superstructure cross sections, and includes a twenty percent engineering and contingency figure. All unit costs used in deriving these total costs are based on April 1971 values in order to relate these figures with those shown in the design report.

Construction Cost in Millions of Dollars

| Figure | Scheme | One Path | Two Paths |
|---|---|---|---|
| 2 | Five-foot-wide, integral | $2.82 | $4.80 |
| 3 | Eight-foot-wide, integral | 3.80 | 6.47 |
| 4 | Five-foot-wide, precast, strut-supported | 3.40 | 5.78 |
| 4 | Eight-foot-wide, precast, strut-supported | 4.57 | 7.76 |
| 5 | Five-foot-wide, precast, post-tensioned | 2.98 | 5.09 |
| 5 | Eight-foot-wide, precast, post-tensioned | 4.02 | 6.84 |
| 6 | Eight-foot-wide, integral | 3.51 | -- |
| 6 | Eight-foot-wide, precast | 2.31 | -- |
| 7 | Suspended path, centerline-mounted | 2.53 | -- |
| 7 | Suspended path, edge-mounted | 2.59 | 4.40 |

0104535

CONCEPTS COMPARED

In order to arrive at a recommendation for the optimum addition of a pedestrian-bicycle path to the Columbia River Bridge, a comparison of each with respect to desirability for safety, cost, access, aesthetic impact, multiple use, view, and structural efficiency is mandatory.

The table on the following page has been prepared for this comparison with each item being rated numerically from 1 to 4, the most desirable to the least desirable, respectively. This table assumes equal importance of each of the items compared and adjustments should be made if it is felt one or another of the items should be weighted more heavily.

It can generally be seen in this comparison that, the centerline-mounted paths, precast or integral, and eight-foot wide, edge-mounted, integral-paths should have some preferance over other concepts.

0304536

| | INTEGRAL PATHS | | | | | PRECAST PATHS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Edge-Mounted | | | | ℄ | Strut-Supported | | | | Edge-Mounted Post-Tensioned | | | | Sus |
| | One 5' | Two 5' | One 8' | Two 8' | One 8' | One 5' | Two 5' | One 8' | Two 8' | One 5' | Two 5' | One 8' | Two 8' | One |
| Construction Cost | 1 | 3 | 2 | 4 | 2 | 2 | 4 | 3 | 4 | 1 | 3 | 2 | 4 | 1 |
| Struc. Efficiency | 2 | 1 | 2 | 1 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 3 |
| User's Safety | 3 | 2 | 2 | 1 | 1 | 3 | 2 | 2 | 1 | 3 | 2 | 2 | 1 | 4 |
| Access From Ground | 3 | 4 | 3 | 4 | 3 | 3 | 4 | 3 | 4 | 3 | 4 | 3 | 4 | 1 |
| Inspection Access | 4 | 4 | 3 | 3 | 3 | 4 | 4 | 3 | 3 | 4 | 4 | 3 | 3 | 2 |
| Multiple Use | 3 | 3 | 2 | 2 | 1 | 3 | 3 | 2 | 2 | 3 | 3 | 2 | 2 | 4 |
| View From Path | 2 | 1 | 2 | 1 | 2 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 3 |
| Aesthetic Impact | 2 | 2 | 2 | 2 | 1 | 4 | 4 | 4 | 4 | 2 | 2 | 2 | 2 | 3 |

1 - Most desirability
2 - Fair desirability
3 - Poor desirability
4 - Least desirability

0304537

| INTEGRAL PATHS | | | PRECAST PATHS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mounted | | ℄ | Strut-Supported | | | | Edge-Mounted Post-Tensioned | | | | Suspended | | ℄ | |
| One 8' | Two 8' | One 8' | One 5' | Two 5' | One 8' | Two 8' | One 5' | Two 5' | One 8' | Two 8' | One | Two | Roadway Level | Suspended |
| 2 | 4 | 2 | 2 | 4 | 3 | 4 | 1 | 3 | 2 | 4 | 1 | 3 | 1 | 1 |
| 2 | 1 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 3 | 3 | 3 | 3 |
| 2 | 1 | 1 | 3 | 2 | 2 | 1 | 3 | 2 | 2 | 1 | 4 | 4 | 1 | 4 |
| 3 | 4 | 3 | 3 | 4 | 3 | 4 | 3 | 4 | 3 | 4 | 1 | 2 | 3 | 1 |
| 3 | 3 | 3 | 4 | 4 | 3 | 3 | 4 | 4 | 3 | 3 | 2 | 2 | 3 | 1 |
| 2 | 2 | 1 | 3 | 3 | 2 | 2 | 3 | 3 | 2 | 2 | 4 | 4 | 1 | 4 |
| 2 | 1 | 2 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 3 | 3 | 2 | 4 |
| 2 | 2 | 1 | 4 | 4 | 4 | 4 | 2 | 2 | 2 | 2 | 3 | 3 | 1 | 1 |
| 2 | 2 | 1 | 4 | 4 | 4 | 4 | 2 | 2 | 2 | 2 | 3 | 3 | 1 | 1 |

## CONCLUSIONS AND RECOMMENDATIONS

As a result of the studies outlined in the previous sections of this report, generalities can be concluded as follows:

1. Roadway-level paths are the safer for the use of pedestrians and bicyclists, particularly those of eight-foot-width.

2. Integral construction provides a means of attaching the path with more structural efficiency.

3. Hidden paths or paths that do not interfere with the lines of the structure have the lesser aesthetic impact.

4. Roadway-level paths are located for the greater view of the landscape.

5. Roadway-level paths provide more opportunity for multiple use.

6. Suspended paths would be easier to cross.

7. Suspended paths provide the most direct route for inspection access.

8. A centerline-mounted path of precast construction is the least expensive.

From these general conclusions and the rating system of the previous section, it would appear that a precast centerline-mounted path would be the logical choice. There are some detrimental considerations to this selection, however, which have previously been explored and should be reemphasized here.

The structural installation requires that a continuous expansion plate be installed the entire length of one side of the

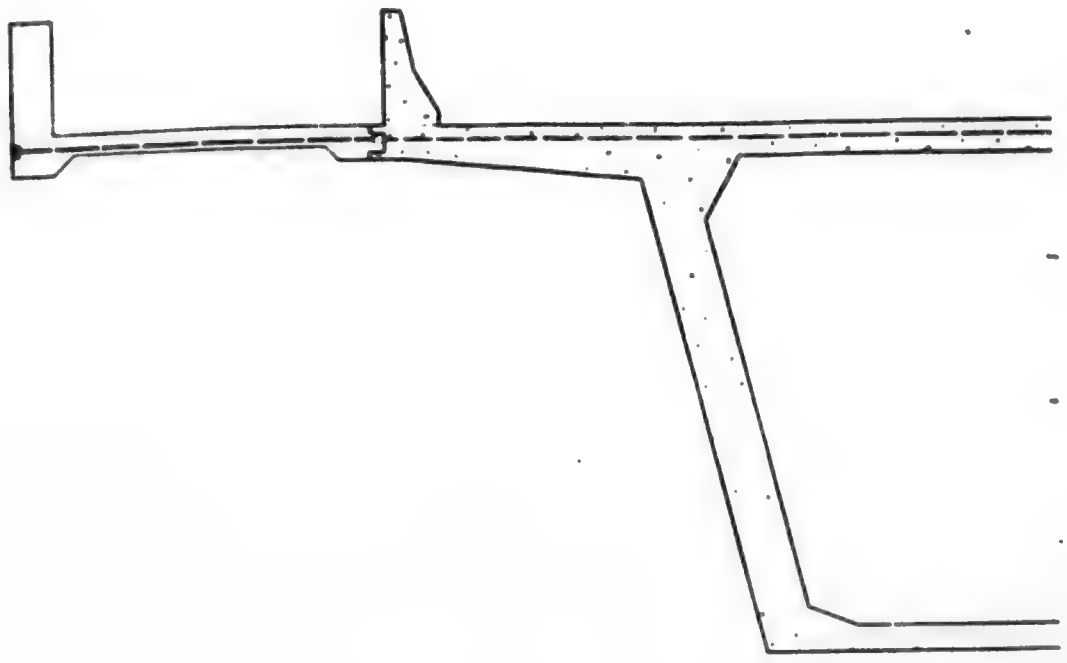


0104538

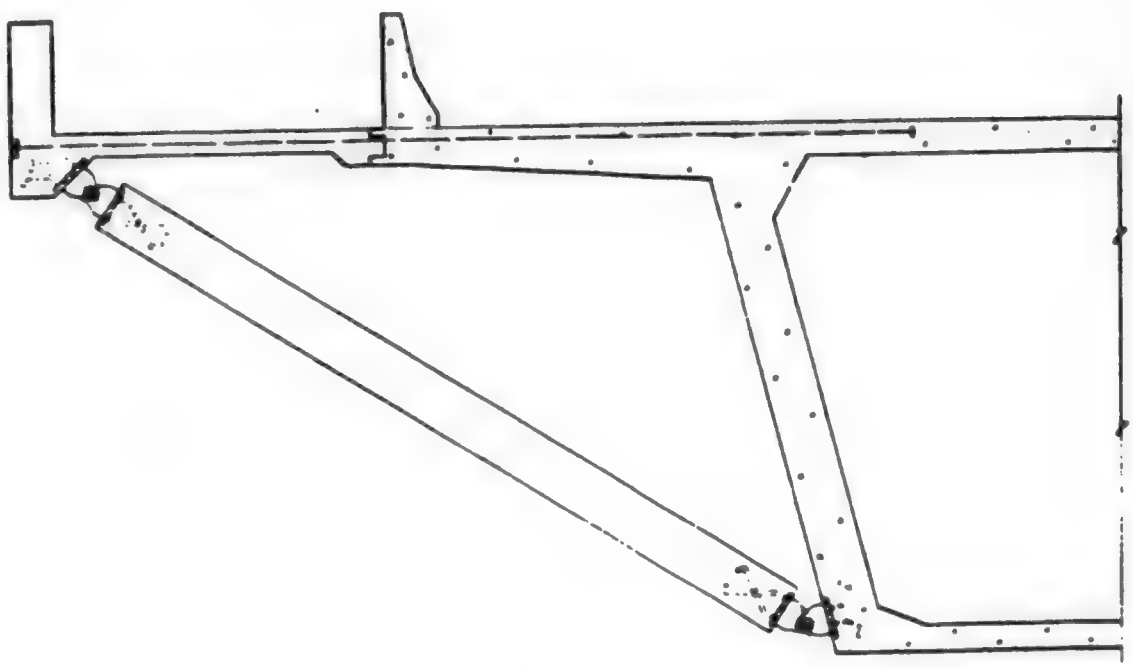
path which will ultimately be a maintenance problem. The setting of the path, on two independent structures in an earthquake zone, may lead to extensive repair and replacement in the event of a sizable seismic shock. In addition, considerably more view of the surrounding landscape can be obtained from a location on the west side of the structure where vehicular traffic does not surround the pedestrian and bicyclist.

It would be on the basis of these conclusions that the optimum choice for the installation of a pedestrian-bicycle path would be an integral edge-mounted path on the west side of the structure costing $3,800,000. This would be $1,490,000 more than the least expensive scheme.

03.04539



POST-TENSIONED CANTILEVER

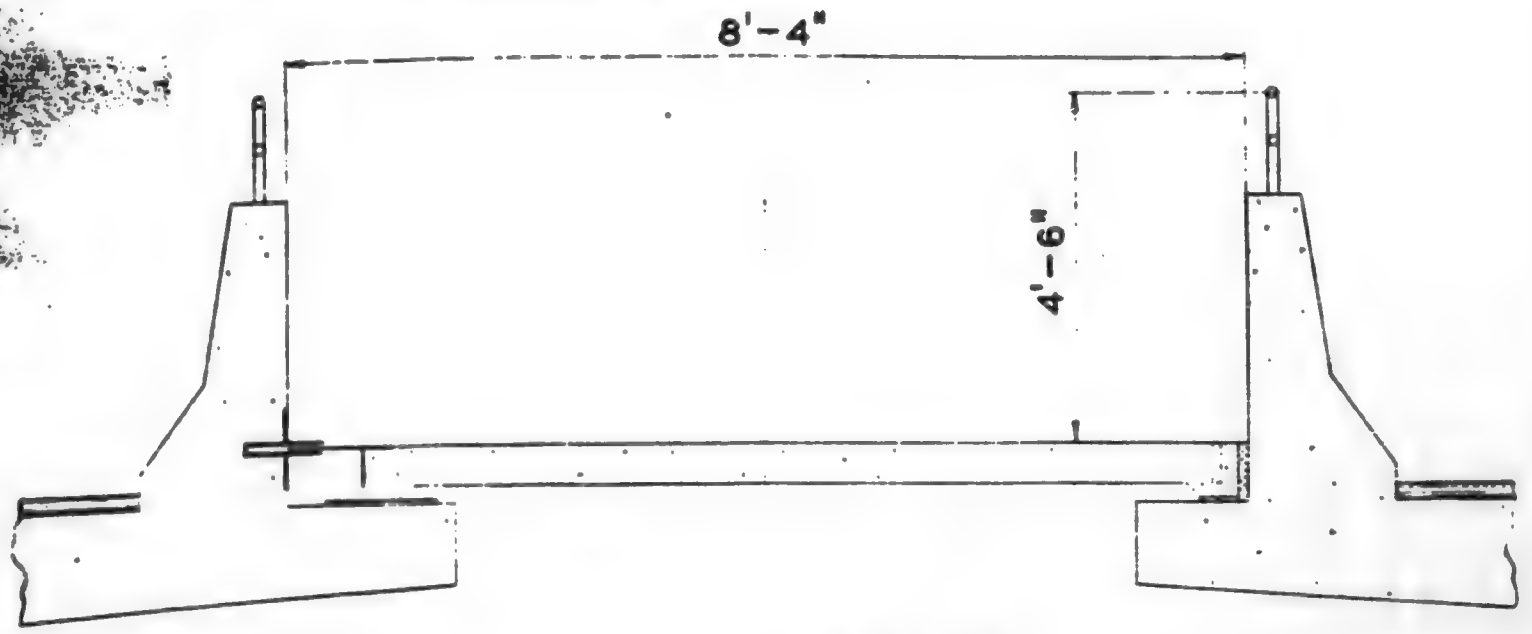


STRUT-SUPPORTED

PRECAST PATH

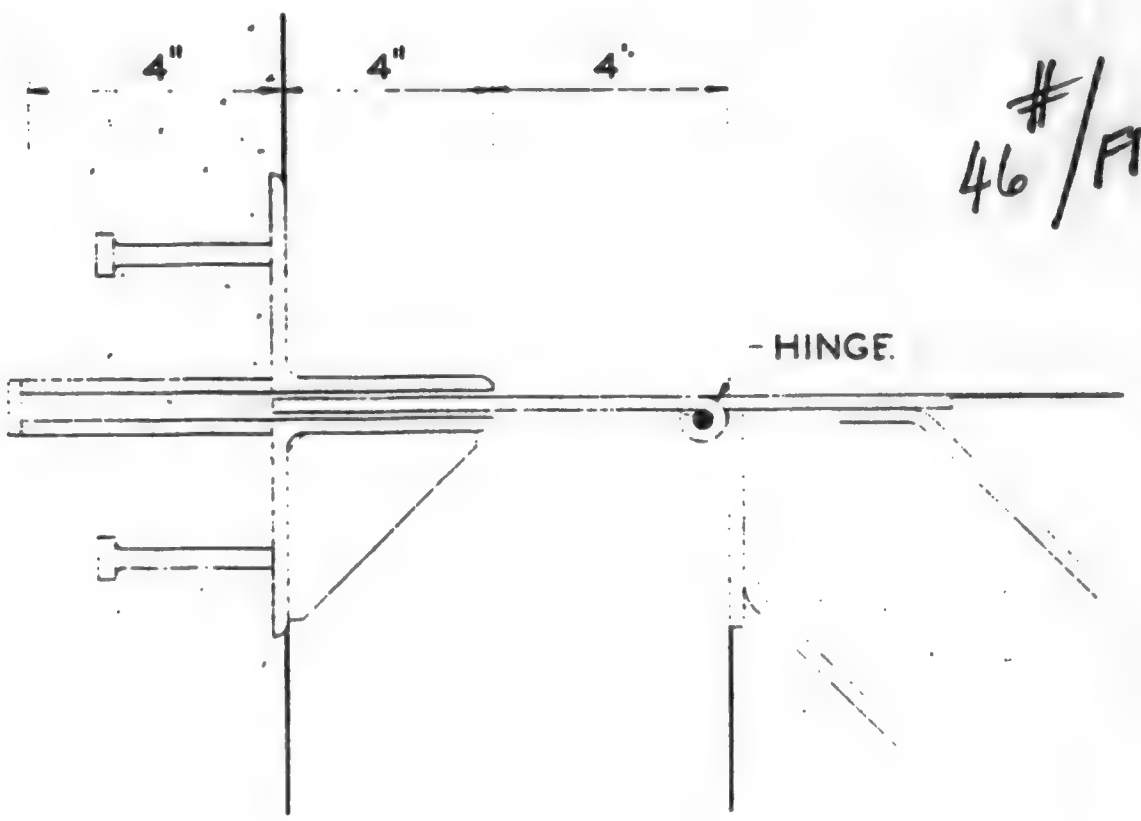
0304540

PLATE 1




- - ℄ I-205

PRECAST PATH ON CENTERLINE

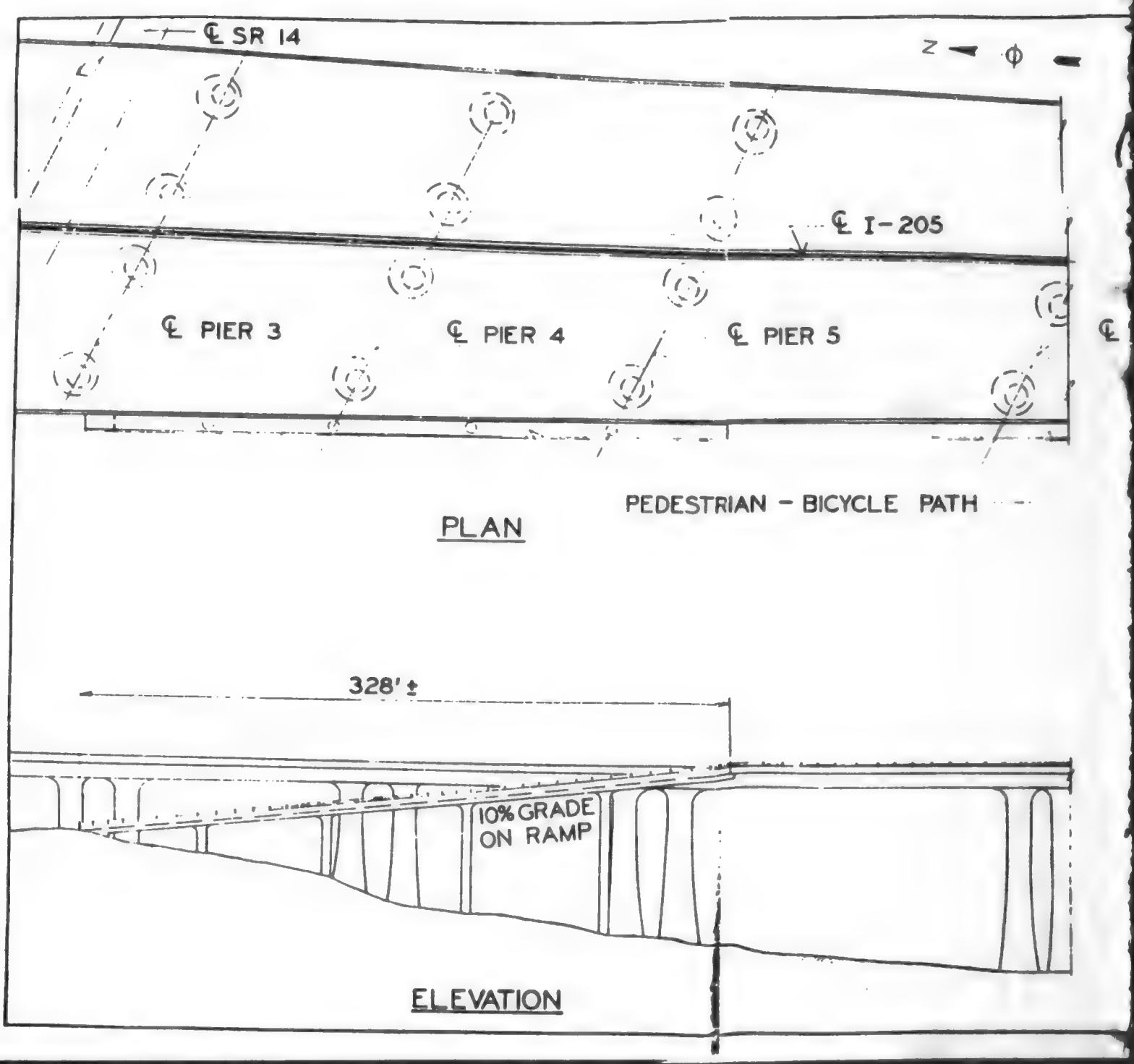



46 #/FT².

EXPANSION PLATE

0304541

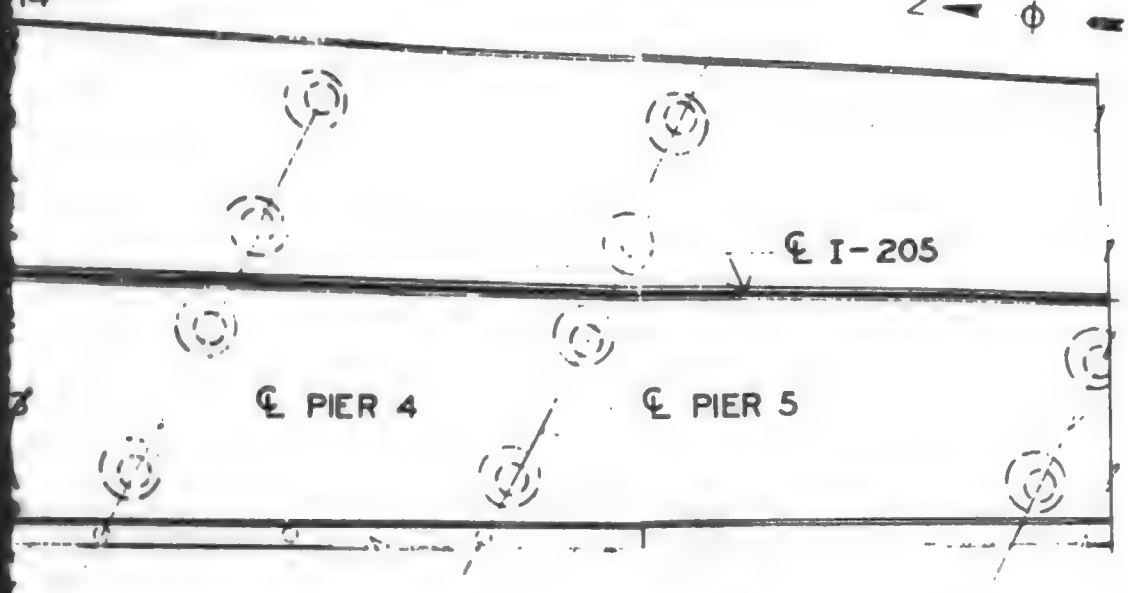
PLATE 2




PLAN

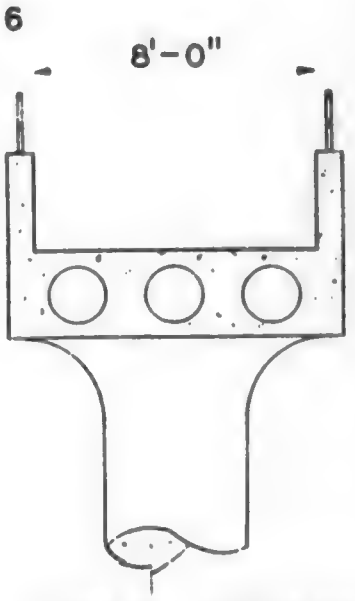
ELEVATION

14

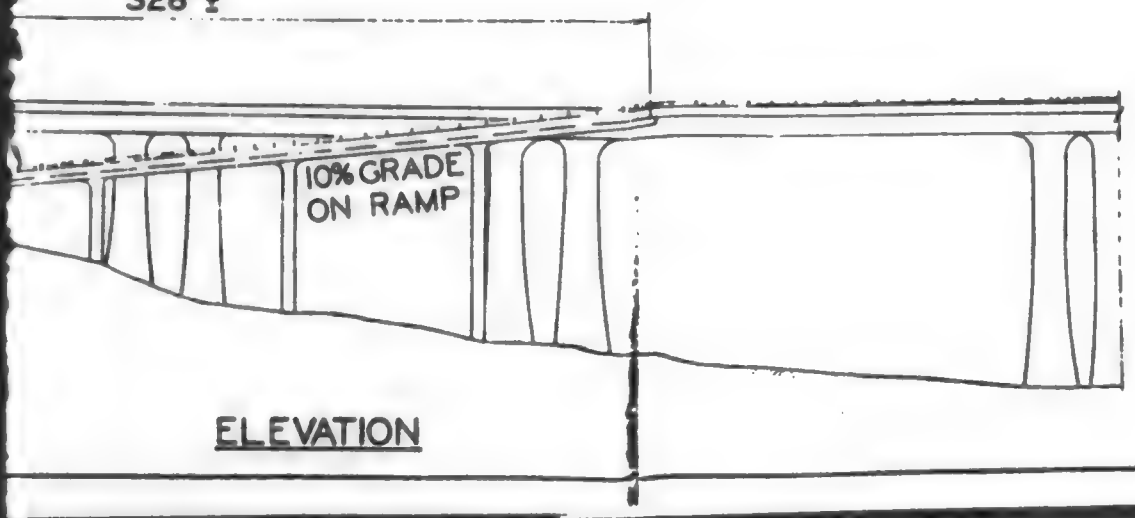



PLAN

NOTE : RAMP SHOWN FOR INTEGRAL SIDE MOUNTED PATH OTHER RAMP SCHEMES SIMILAR.




TYPICAL SECTION OF RAMP

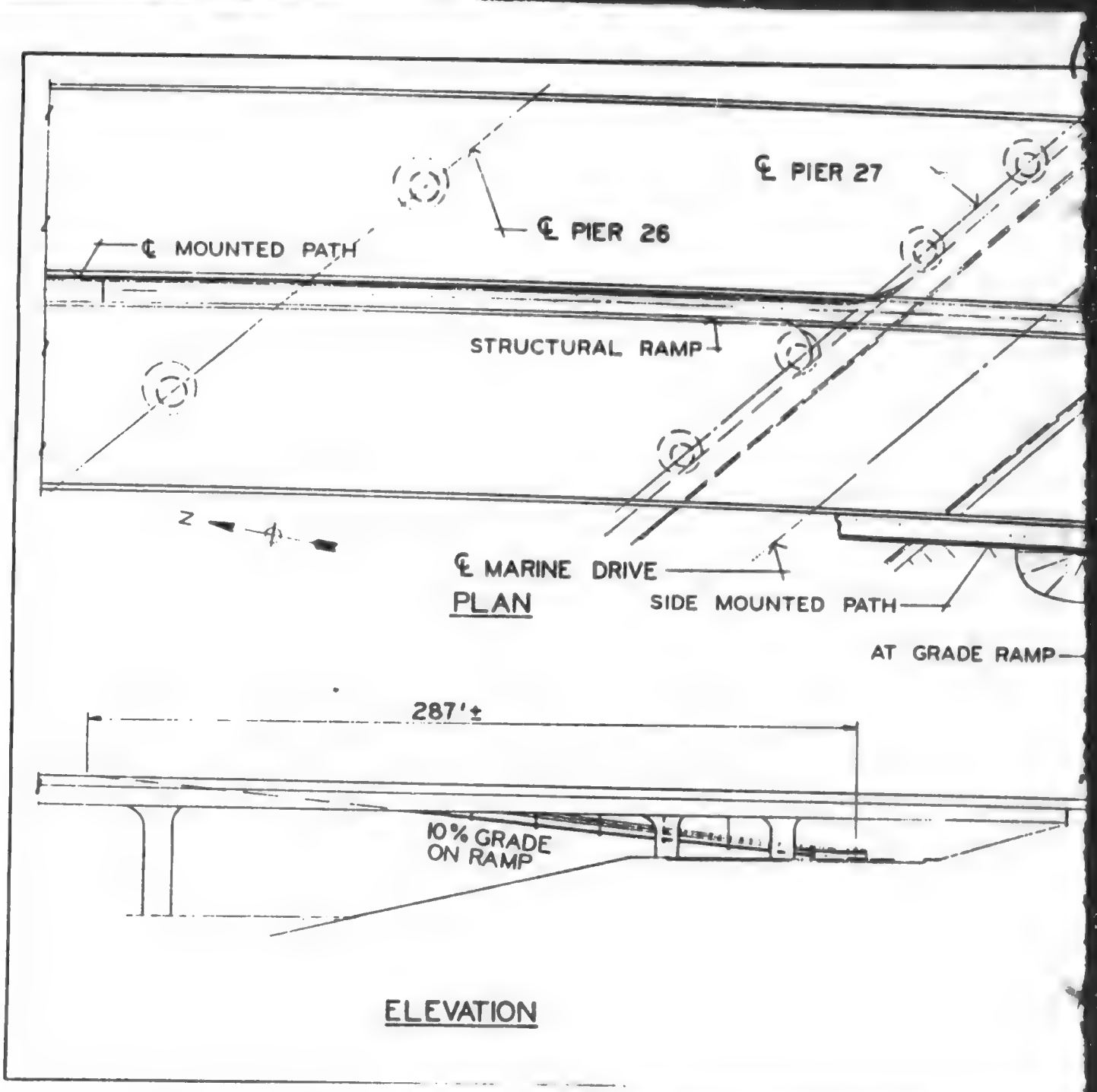


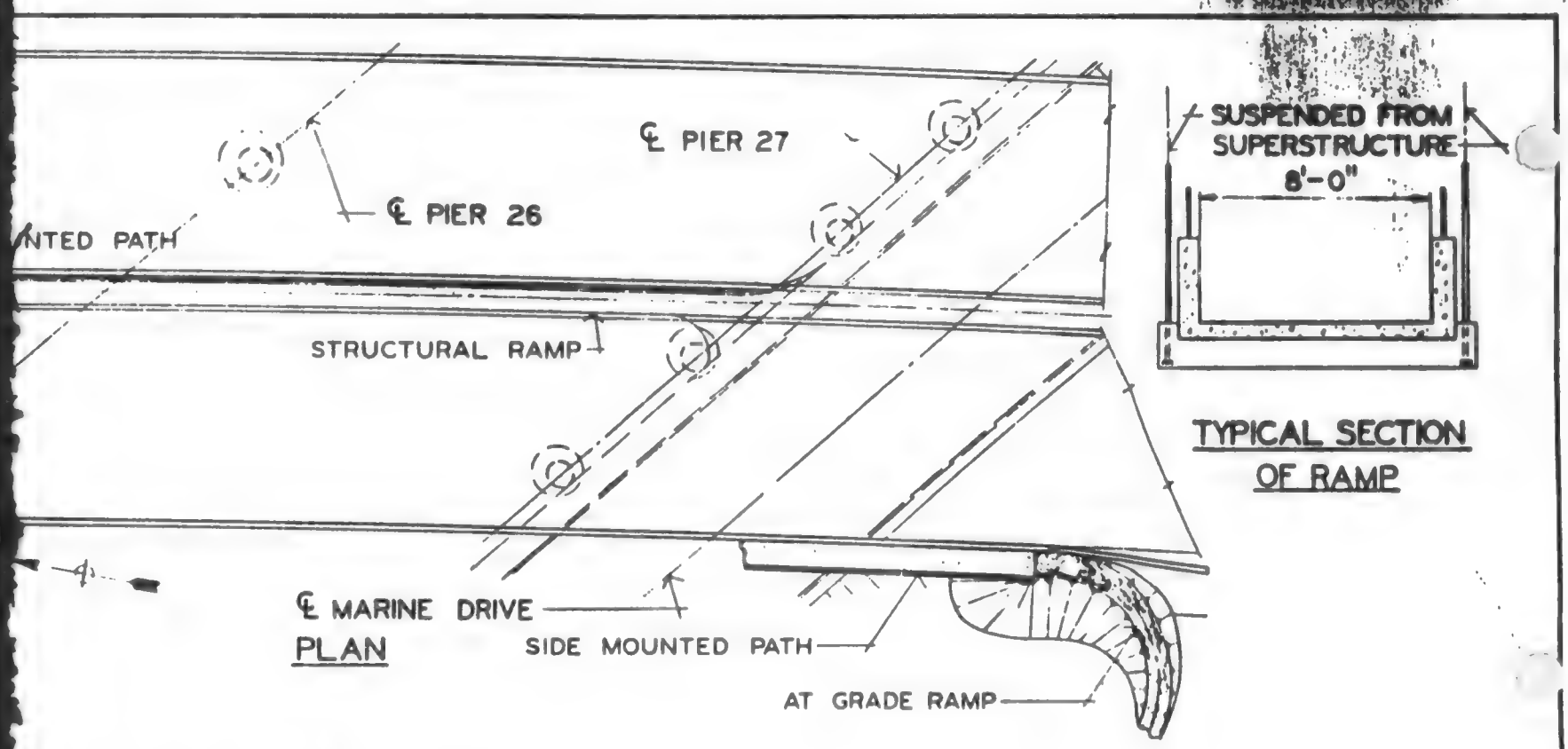

ELEVATION

ACCESS TO PATH AT SR-14

01104542

PLATE 3

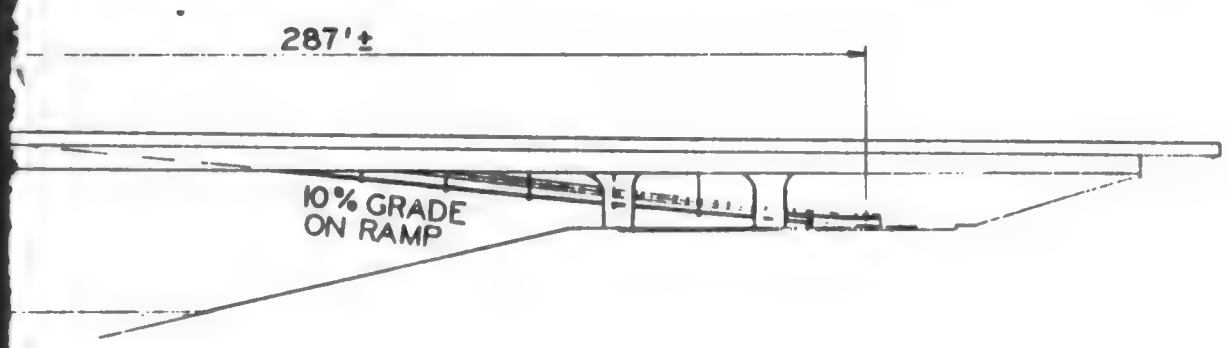

℄ PIER 27
℄ PIER 26
℄ MOUNTED PATH
STRUCTURAL RAMP
Z
A
℄ MARINE DRIVE
PLAN
SIDE MOUNTED PATH
AT GRADE RAMP
287'±
10% GRADE
ON RAMP
ELEVATION




PLAN




TYPICAL SECTION OF RAMP

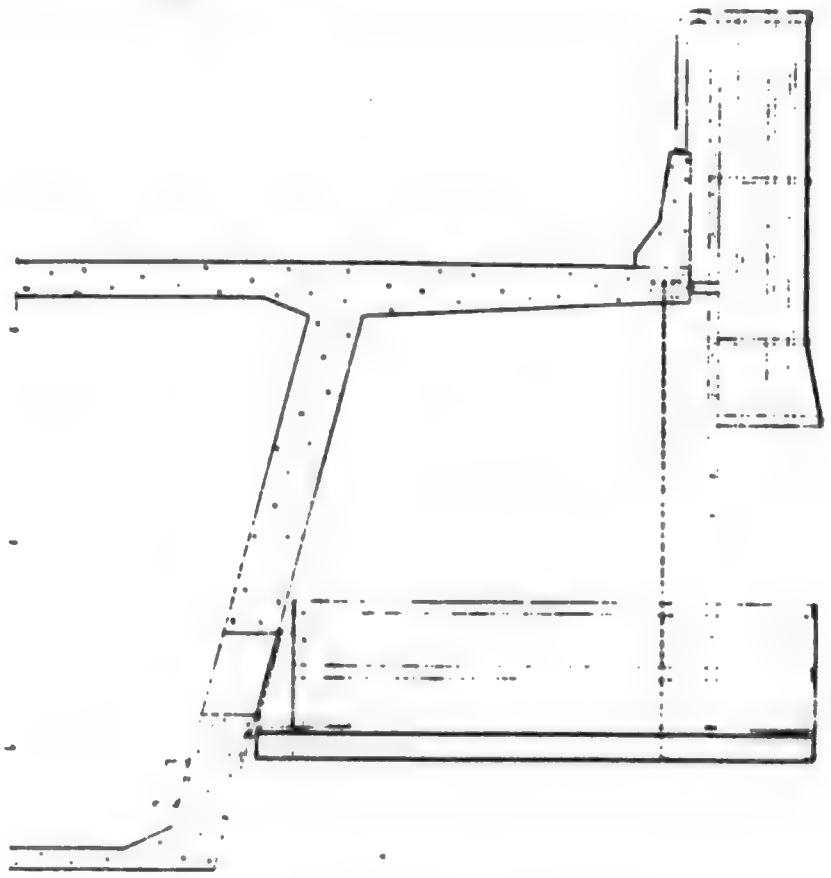



ELEVATION

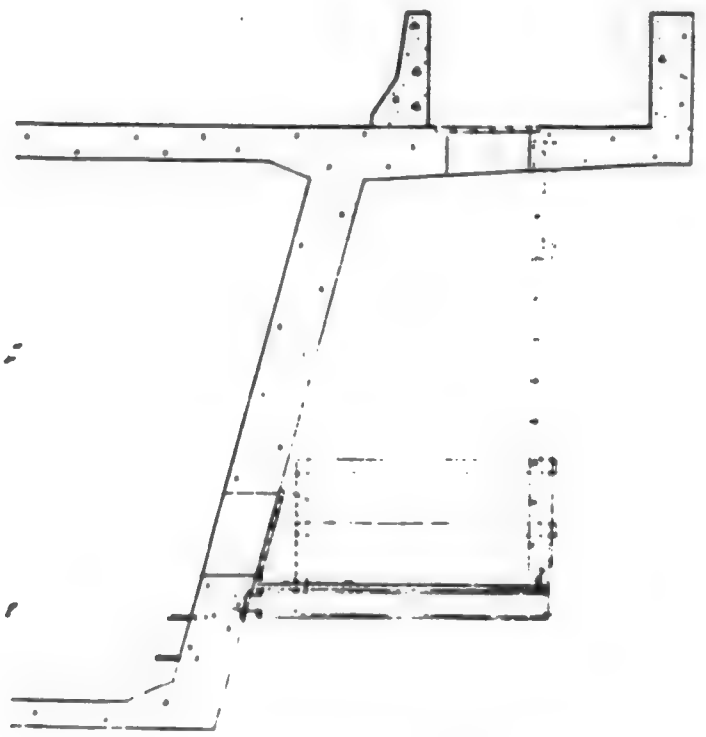
ACCESS TO PATH
AT MARINE DRIVE

0104543

PLATE 4



WITHOUT PATH

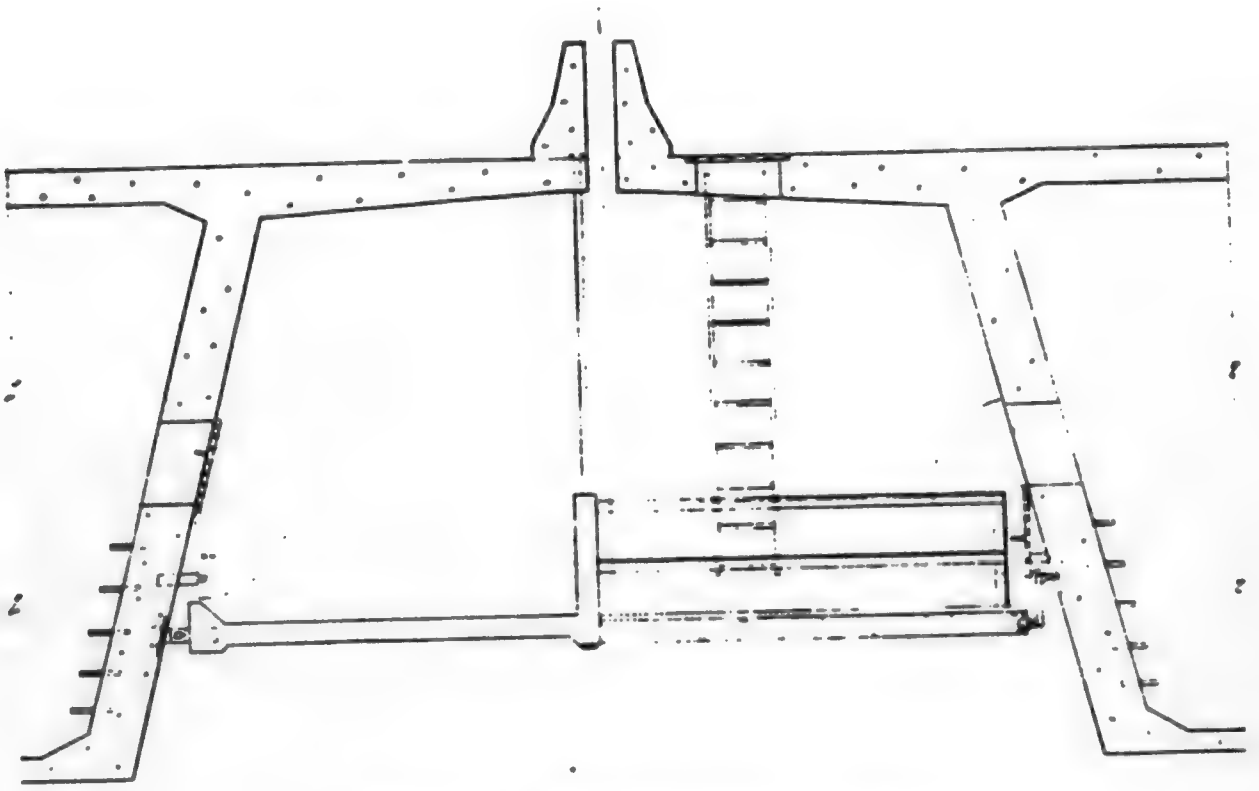


WITH PATH

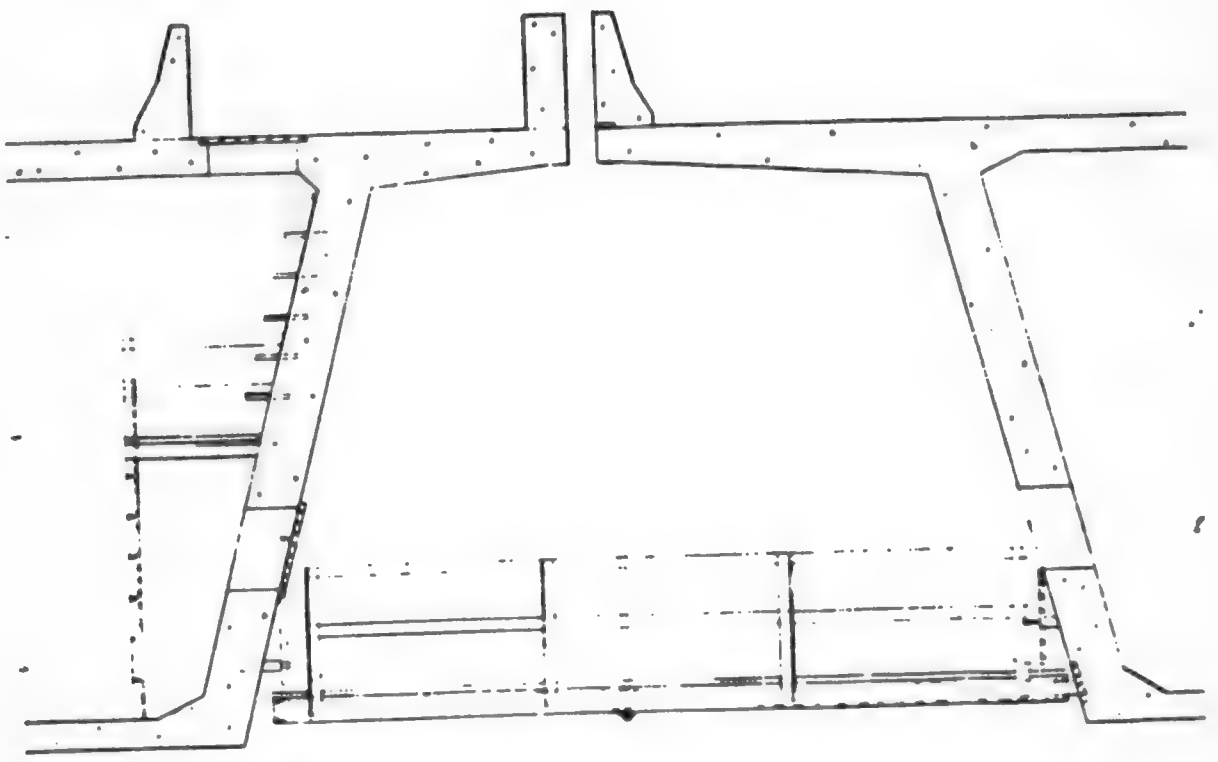
# INSPECTION ACCESS

0104544

PLATE 5



WITH SUSPENDED PATH



WITH 8' INTEGRAL PATH

# INSPECTION ACCESS

03.04545

PLATE 6

Rev 11/30/84

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON
IN AND FOR THE COUNTY OF CLARK

| | |
|---|---|
| RUSSELL XAVIER FERNANDEZ,<br>Plaintiff,<br>vs.<br>STATE OF WASHINGTON, ex rel; DEPARTMENT OF HIGHWAYS; STATE OF OREGON, ex rel; DEPARTMENT OF TRANSPORTATION; PETER KIEWIT & SONS, a corporation; SVERDRUP & PARCEL & ASSOC., a corporation; TICE ELECTRIC COMPANY, a corporation; CORAL CONSTRUCTION COMPANY, a corporation; and DOES ONE THROUGH ONE HUNDRED, inclusive,<br>Defendants. | NO. 83-2-01720-7<br>AFFIDAVIT OF CHRISTOPHER L. OTOROWSKI |

STATE OF WASHINGTON )
) SS.
COUNTY OF KING )

CHRISTOPHER L. OTOROWSKI, being first duly sworn on oath, deposes and states that the attached are true and correct copies of pages of the deposition of R. Jack Allen dated October 30, 1984, and the deposition of Fred P. Blanchard dated November 16, 1984.

CHRISTOPHER OTOROWSKI

SUBSCRIBED AND SWORN to before me this 28th day of November, 1984.

Notary Public in and for the State of Washington, residing at Seattle

Daniel F. Sullivan & Associates Lawyers
1010 Hoge Building
Second & Cherry
Seattle, Washington 98104
(206) 682-8813

A Yes, they had to be wide enough to accept a metal railing.

Q What about the other width dimensions to it? In other words, the base.

A The face shape is determined for safety considerations of vehicles striking the barrier. It has a sloped face. Therefore, the width at the bottom is generally more than at the top.

MR. THOMAS: And again, we are talking about the median barrier at the point where the bike path is level with the roadway?

MR. OTOROWSKI: Correct.

Q (By Mr. Otorowski) So was there anything special about the width in this particular case that affected pedestrian safety?

A No.

Q Now, you indicated also a degree of visibility with regard to pedestrian safety. In what way was that factor considered in this case?

A In our location studies, we examined the possibility of routing the bike/pedestrian facility inside the bridge, on the sides of the bridge, below the roadway, where it would not be visible from the roadway.

Q Was this an aesthetic consideration as opposed to a safety consideration?

A It is considered that if the general public has a good view, criminal activity is less likely to occur. It's considered more safe if the general public can see unrestricted what's occurring on the bike path. Undesirable activities.

Q So that would dictate a lower height in terms of visibility?

A That would dictate a location at deck level as opposed to below it.

Q I see. Now there were a number of different alternatives proposed with regard to the pathway?

A Yes.

Q Whose responsibility was it to come up with those different alternatives?

A Ours, Sverdrup & Parcel's.

Q Okay, who within S & P?

A The team of designers led by Fred Blanchard.

Q So was it a St. Louis responsibility then?

A Yes.

Q And were those proposals, those different versions, sent out to you for your review --

A Yes.

Q -- and then inclusion in a report?

A Yes.

Q Can you recall for us at what point in time -- and you

A No.
Q Did it ever occur to anyone at S & P that maybe someday there would be a marathon or some kind of a run where there would be a lot of people on the bridge running in the traffic lanes?
A Didn't occur to me.
Q Were there any situations that you ever discussed with anyone at S & P where it was contemplated that there might be people in the left lanes of traffic?
A Only the dedication ceremony.
Q Now, did S & P have any kind of responsibility in connection with signage on the bridge?
A Yes.
Q What responsibilities did S & P have in that regard?
A We were intitally the designers of the signing.
Q Are there details of signs in these construction plans?
A No.
Q To your knowledge were there drawings that were produced from S & P detailing signage for the bridge?
A Yes.
Q Do you remember when those drawings were produced?
A Over an extensive period of time.
Q Where would they be if they are not in the construction plans?
A Oh, I don't believe we prepared the construction plans

A No, the bike path was not considered in that study.
Q What happened after the submission of that feasibility study in April of '71?
A Our client, the State of Oregon, took it under advisement to determine what type of bridge they would build, whether they would follow our suggestions, or whether they'd recommend we do something different. And it was quite some time before we received a response.
Q Was that in September of '71 when you received the notice to proceed with the final design?
A I'd say the fall of '71, yes.
Q What did you do upon receiving that notice?
A At that time the Bellevue office and we in St. Louis divided the job into two pieces for final design. We took the Washington approach and the five-span continuous main span unit over the north channel for our portion of the work, and the Bellevue office took the Oregon approach over the river for their portion of the work.

And we coordinated with each other in developing the final design criteria, the type size and location drawings that would form the basis of final design, and these were all submitted to the client for approval prior to doing too much work.

Q Do you remember seeing this letter before?
A I expect so, yes.
Q Did it deal with primarily the Washington approach?
A It dealt with the overall appearance of the bike path on the structure.
Q What about the appearance and the function of the bike path access on the north side?
A It was his consideration of our suggestions.
Q Now, this is dated January of 1974. Did S&P have any kind of responsibilities with regard to designing illumination for the bike path?
A Our contract, our original agreement, required us to design illumination for the bridge, and when the bike path was added we assumed it would apply equally well to that.

And so we somewhere along the line had provided lighting plans for the whole structure, including what we thought was necessary on the bike path. Again, this was coordinated with the clients for their consideration.

Q Was there any illumination planned on the north bikeway access?
A Our plans did not include any specific lighting for the bike and the ramp KLUP raising for ground specifically, assuming that the lights on the roadway

and a different configuration was built.
Q What I'm trying to understand is, would the work that S&P did in this case, up to and including the construction plans, would that be determined preliminary design as opposed to final design, or is there some term that would be attached to that?
A I consider them the plans that I'm being paid to provide for construction.
Q Well, would we call those construction plans?
A They could be. We usually call them final plans.
Q Well, in this case what would you call them?
A Final plans. I turned over the fine plans to the State of Washington through Jack Allen.
Q And as used in the section I just read to you, the words final design, in your opinion, you would refer to the as-built drawings?
A Yes.
Q And I presume the same would hold true for your interpretation of the words "final signing, wording, lighting or placement of signs, final roadway illumination plan, final structural span design"?
A Yes. Final plan is what you can build from.
Q So in terms of your understanding, the words "final plan" are those drawings which you could go out and build from?

A It's close.
Q Can you identify any differences for us as we sit here today?
A I don't --
MR. THOMAS: I don't know if he's ever even seen what has been built, so I'll have to object to that question.
Q Let me ask you a foundation question. Have you physically seen the bike path as it was constructed finally?
A Two years ago.
Q Have you had the opportunity to review as-built plans and compare them with plans that S&P had done?
A Not structural plans.
Q What about with regard to the bike path access ramp?
A I wouldn't say I had the opportunity to review them to any degree.
Q Well, have you reviewed them to compare?
A No.
Q Okay, just so I understand, have you ever reviewed the as-built plans of the bridge regarding the bikeway with drawings that were done by S&P?
A I have seen the final general plan of the Washington approach as built. I have seen the final design of the lighting location as finally produced by the

Q So would it be fair to say then that you have not compared as of today the as-built plans of the bike path and the bike path approach with those plans that were done by S&P?
A That's correct.
Q So you --
A Structural plans, I have not.
Q What do you mean when you say structural plans?
A That's opposed to lighting plans.
Q Okay. Would we consider this a structural plan, this drawing No. 0303527?
A It's a sketch of the proposal that was coordinated with our client.
Q Okay, but would it be fair to call this a structural drawing?
A It's a sketch; it's not a structural drawing. You can't give that to a contractor to build.
Q Okay, well, that's not my question. You used the word structural plans. What do you mean when you say structural plans?
A Something you can give a contractor to build.
Q So you have not compared what S&P did as far as structural plans with the as-built?
A No.
Q Do you know if anyone in your St. Louis office has

A That's what an abutment is, yes.
Q You're not referring to the abutment at SR-14?
A I'm referring to the pedestrian bike path abutment.
Q To your knowledge, is there any difference in the concrete median barrier over the section between the abutment and the end of the drawing?
A You're talking about the bridge level now?
Q Yes, at bridge level.
A Now, say that again?
Q Do you know of any difference between the way it was designed at or about 1973 with regard to the median barrier, the concrete median barrier on the road level versus how it was actually built?
A This barrier versus the barrier up above? Is that what you mean?
Q Well, what I'm doing is referring to the barrier up on the road level. Are you aware of any difference between the way it was designed and the way it was built?
A No.
Q Showing you Exhibit 7, which begins with No. 1666 running consecutively to 1673 and then picking up with 1701, 1702, 1703, which are some drawings, do you recognize that document?
A This is a response I prepared or had prepared in the

comparing it with B whether or not the as-built conformed with S&P's original design?

A I know it doesn't comply with S&P's design.

Q Well, that's not my question. With regard to your affidavit, is there anything in your affidavit which purports to say that the bike path as S&P designed it is not the same as it was finally built?

A No.

Q Now, there's also been an affidavit prepared and signed by a William Lewis?

A That's correct.

Q Are you acquainted the with Mr. Lewis?

A I took it to Mr. Lewis.

Q Did you review this with him?

A I gave it to him. He has been aware of this project right along. He and I met with Mr. Thomas some time ago, and Mr. Thomas sent both of these affidavits to me and asked me to complete mine and have Mr. Lewis complete his.

Q Did you discuss the contents of Mr. Lewis' affidavit with Mr. Lewis?

A No.

Q Do you have any personal knowledge as to the material that is contained in his affidavit?

A Only insofar as I had an opportunity earlier on to

Q So the different spacing of the columns and the piers may have necessitated some modification to the suspension of the bike path?
A That's right.
Q Have you personally reviewed any drawings done in connection with the value engineering and the bike path?
A No.
Q Do you know if anyone at S&P has done that?
A They shouldn't have.
Q Did S&P do any final as-built drawings with regard to the north approach?
A No.
Q Do you know who did?
A No.
Q Do you know if they were done?
A No.
Q Do you know if anybody at S&P has ever reviewed any as-built plans at the north approach?
A I can speak for the St. Louis office, not the Bellevue office, but we haven't.
Q Would it be fair to say that from an engineering standpoint that the north approach with regard to the bike path was essentially built as it was originally designed by S&P?

Q It was, though, when you left in 1982?
A Yes.
Q Do you have any knowledge that it's been changed?
A No.
Q Do you have any knowledge that any of those books or volumes have been thrown away or destroyed?
A No.
Q So to the best of your knowledge, they would still be there?
A Yes.
Q And I take it there wasn't a librarian, as such?
A No.
Q Was there anybody whose responsibility it was to keep track of the volumes in the library and to keep a running list of what was there?
A Yes.
Q Who was that when you left, if you can remember?
A Yes, it would have been Karen Takagi.
Q Is she still there?
A Yes.
Q To your knowledge, is that still her responsibility?
A I have no knowledge of that.
Q Now, prior to relocating out to Seattle in 1967, were there any particular volumes, treatises, books, publications or the like that were generally used in

Q Now, getting directly to the design in this case of the median, had you been involved in any projects before where you had participated as an engineer in specifying the heights and basic dimensions of a concrete median separating lanes of traffic from a pedestrian walkway?

A Yes.

Q And was there any accepted standard within, I guess, the engineering community as to what the heights and general dimenstions of those medians should be?

A Yes.

Q What were they?

A The American Association of State Highway Officials' specifications.

Q So we would look to those specifications, and in your opinion that would accurately reflect the thinking of the engineering community on the size and dimensions of the median?

A Of the barrier, yes.

Q Now, I am a layman when it comes to engineering, so please correct me if I am misusing any of these terms.

Would it be fair to say that the barrier that exists in the bridge between the traffic lanes and the pedestrian walkway would be called a median barrier?

A Yes.

Q Were you fairly convinced that you gathered all available information which was available at that time to look into this?
A We believe so.
Q Now, in researching that information, did you specifically look at any considerations as to the height of the median barrier which basically surrounded it, load level, the bike path?
A That information was completely lacking.
Q Did you find anything at all that dealt with that issue?
A No.
Q At that point in time when this memo was written October 5 of '73, had the 1973 AASHTO handbook been put out?
A AASHTO usually publishes the previous year's specifications about June, so I doubt that the '73 was out by that time.
Q At that time was there any consideration given to an AASHTO standard which dealt with the decking of medians between parallel structures?
A No.
Q In your professional experience have you ever dealt with an AASHTO provision regarding that?
A No.

Q Do you know if Jack Allen participated in any such inspection in this case?
A No, Jack was in our Anchorage office by that time.
Q Who would have from S&P?
A Marv Perala, P-a-r-e-l-a, P-e-r-a-l-a, something like that.
Q Is he trom the Bellevue office?
A Yes.
Q Is he still with S&P?
A That's right.
Q Still with the Bellevue office?
A Yes.
Q To your knowledge, did S&P consult with any bicycle groups or bicycle task force groups or anything of that sort in connection with designing the bike path approach?
A The State had input from these groups but we were never made contact with.
Q So did you take the input from the State as they had gathered it and then just worked with it?
A That's the way all plans are developed. It's a mutual input from the client, the consultant and any interested parties to end up with an optimal final product.
Q Is there anything in the AASHTO policy manual which

Q Are you acquainted with the term "human factors"?
A Somewhat.
Q What's your personal understanding of that term?
A How a design would affect the use by a human being and how they would be expected to behave, the behavior patterns and so forth.
Q Is that something that is normally taken into account in designing anything from an engineering standpoint?
A That was taken into account here. We determined the grade of the ramp.
Q Were there any other human factors taken into account?

MR. FISCHER: I guess I'm going to object to the overly broad form of that question when you're talking about structure of this.

MR. OTOROWSKI: Well, let's confine it to this particular project. Can you tell us what human factors were taken into account in designing the bridge and the bike path?

A No human factors with regard to the vehicular structure; all right? .Other than what is recommended in the design guidelines by the Federal Highway Administration and the clients. And what we considered to be applicable.

As far as the bike path is concerned, we were

Q And what would the term be used for the outside of the bridge away from the pedestrian walkway?
A We use parapet barrier to differentiate them.
Q Is there any design difference in terms of height?
MR. THOMAS: Of what?
MR. OTOROWSKI: Parapet versus median.
MR. THOMAS: In a general sense?
MR. OTOROWSKI: General sense.
A Not for traffic safety.
Q (By Mr. Otorowski) What other type of safety would there be if it wasn't traffic safety?
A Well, if there is a pedestrian facility adjacent to the rail, it would be pedestrian. Or if it's a bike facility, bike.
Q Are you acquainted with the term "human factors"?
A No.
Q Have you ever heard that term used before?
A No.
Q When you refer to pedestrian safety and, let's say, bicyclist safety, are there a set of standards used within the engineering community that sets forth dimensions, taking into account the height of a bicyclist or what a pedestrian might be doing in terms of figuring out how high a median barrier should be?
A Yes.

difference in railing height?

A Not that I recall.

Q Were there any other railings besides the railings on the median barriers?

A Yes.

Q Where were they?

A On the ramp leading down to the ground.

Q And were there any other railings besides that?

A Not metal railings.

Q Was there anything else that might be considered a railing in the context of this memorandum?

MR. THOMAS: Well, I am going to object to that question. Mr. Allen certainly could not know what context either Mr. Haskell or Mr. Green was referring to or anything else, and I will instruct him not to answer that question.

Q (By Mr. Otorwoski) To your knowledge, were there any other railings on the bridge?

A You have to define railing.

Q Well, okay.

A We consider or sometimes call the concrete barriers railing systems, so --

Q I see. All right, that answers that.

Showing you Exhibit 15, which is a multi-page document, have you seen that before?

MR. THOMAS: Well, that would be my question as far as any relevance whatsoever to this case on that question.

MR. OTOROWSKI: Your objection is noted. I'd like him to answer unless you're instructing him not to answer.

MR. THOMAS: Well, he can answer as far as emergency personnel.

A In our designs we follow all applicable standards recommended by the Federal Highway Administration, and our clients, for the design of a bridge or a freeway system with the appropriate barriers as they like them, and we never have considered emergency personnel or pedestrians on a freeway.

Q So an individual human being walking on the bridge in this case is just simply not a consideration in designing the structure?

A Not the vehicle ways themselves, no.

Q Well, what about the shoulders, shoulders of the road?

A Well, the shoulder I'm considering in the vehicular structure.

Q So it's not even a consideration from a design standpoint?

A No.

interested in the comfort of the traversing of that bicycle path for a bicyclist. We were concerned about him falling over and falling into the roadway, maybe becoming hurt.

We were concerned about somebody traversing that bike path from Oregan to Washington and maybe having a heart attack somewhere along the route and needing emergency help. Those type of things we considered.

Q You mean somebody traversing on the bike path?

A Yes.

Q What was your understanding as to whether or not bicycles were allowed on the shoulder of the road on the bridge?

A Most states do not allow bicycles or pedestrians on any of their freeways, and I expect that's the case here.

Q Did you ever do any study or look into matters to determine whether or not bicycles were legal on the shoulders of Washington freeways?

A I'm pretty sure they weren't, so we didn't consider it in our design.

Q Would it be fair to say that you assumed that the State of Washington did not allow bicyclists to travel on the shoulder of the road with regard to

to a pedestrian facility, there is usually a metal rail on top.

Q So would it be fair to say that a standard New Jersey barrier height of two-foot-eight inches was generally deemed within the engineering trade not to be sufficient for pedestrians?

A That's correct.

Q And that additional railing or some kind of an extension of height should be used?

A That's right.

Q Was there any kind of standard in terms of that extension of height on top of the barrier?

A As far as I know AASHTO has some recommendations for just pedestrians, but there's nothing with regard to cyclists.

Q Were you able to find anything in your search of the literature with regard to a recommended height for cyclists?

A No.

Q So would it be fair to say that this was something that S&P just made an engineering determination on?

A My engineering determination was to go back and put my daughter on a bicycle and see how far her center of gravity was off the road, and I came up with a dimension of 54 inches.

Q So you actually did that?
A Yes.
Q How did you determine where her center of gravity was?
A Somewhat above the bicycle seat, about waist high.
Q What did you do to determine where it is?
A Well, that's about as scientific as it was.
Q Well, I mean was it -- did you take calculations to measure it?
A No.
Q So it was you observing your daughter on her bicycle --
A Yes.
Q -- trying to figure out where her center of gravity would be?
A That's right.
Q And is the idea to place the center of gravity below the top height of the barrier?
A Equal to or a little below.
Q So if somebody were to just fall from a standing position or fall from a seated position on a bicycle, that the center of gravity would be below the top of the railing?
A Yes.
Q And does that same concept hold true for walking

in any way requires you from an engineering standpoint to consider pedestrians, like on tne shoulder of a limited access roadway?

A No.

Q Can we conclude that it's simply not a design consideration from an engineering standpoint to consider whether or not there would be pedestrians on a shoulder?

A We just don't consider it.

Q To your knowledge, did S&P design motorist aid call boxes along the bridge?

A We promoted it early in the type study. I think our plans included conduits for that motorist aid, but the actual installation I don't believe was ever made.

Q Do you know why that was?

A Probably money.

Q Is that a guess or do you have a recollection that that was the reason?

A That's usually the reason. You just put in a conduit system for later installation.

Q So in other words, the conduit is there for the cables to be poled at some later time?

A I believe so.

Q Do you recall when designing these motorist aid call

A That's fine.
Q Median barrier?
A No.
Q Parapet barrier, railing?
A Railing is fine, railing system.
Q Is there any term of art that is used in the specifications on this system?
A I don't remember.
Q Ramp railing?
A That's fine.
Q Now, was it contemplated that there would be pedestrians on the bridge itself? Not on the pedestrian pathway, but on the bridge?
A No.
Q Was it contemplated that there would be bicyclists on the bridge and not on the pedestrian pathway?
A No.
Q To your knowledge, did it ever enter into any of the considerations that you ever had with anyone, aside from this lawsuit, in designing this bridge or the construction of it?
A Did --

MR. THOMAS: Did what, now? I am going to object to the question. What are we talking about?

MR. OTORowski: I'll rephrase it.

Q And did you state your conclusion on behalf of S & P on that?
A Yes.
Q Which was?
A "Considering the possible severity of a fall from an approach ramp, we do not believe these railings should be lowered to four feet, but we have recommended --" Let's see. Oh, excuse me. Maybe you better let me start again. It's difficult to read.

Oh, on the ramp approaches, we recommended that the rails remain as they were and not be lowered, but on the bridge where the bike path is flanked by vehicular roadways, we didn't see any objection to lowering it to four feet.

Q Why would there be a difference?
A Because on the bridge, a cyclist could only fall to the adjacent roadway, whereas on the ramp he could fall to the ground.
Q Was it contemplated that in the ramp area, a fall over the railing could result in more severe injuries?
A Yes.
Q Did you extend that same consideration to the area over the ramp where Mr. Fernandez fell?

MR. THOMAS: I am going to object to that question. Mr. Fernandez did not fall off this

A I believe so.
Q And when it enumerates these three considerations, did S & P go ahead and look at these three considerations?
A Yes.
Q What specifically did S & P look at with regard to safety of the pedestrian or cyclist?
A We looked at the height of the rail in this particular case, specifically for the cyclist.
Q Well, for example, with regard to the cyclist, was it studied or examined or researched as to what would be the minimum height by which somebody on a typical bicycle wouldn't be able to fall into tne oncoming traffic?
A We looked at minimum heights that we believed were safe for bicyclists.
Q Did the railing height have anything to do with the safety of the pedestrian?
A Very little.
Q Did it have anything to do with it?
A Not normally, no.
Q Can you think of anything, safety-wise, that it had to do with a pedestrian?
A No.
Q With regard to Item Number 2, emergency access from

signing was both for the Oregon side and the Washington side at the initial conceptual stages; is that correct?

A Yes.

Q Was there contemplated in the design features for emergency call boxes?

A Yes.

Q And was conduit strung or set up for wiring these emergency access call boxes?

A Yes.

Q And was it within your contemplation that the call boxes would only be used by pedestrians or bicyclists using the bike path?

A No.

Q Do you recall seeing any emergency call boxes designed for or planned for the Washington off-ramp to the bike path?

A No.

Q Did you at the time of dedication see any signs for call boxes at or near the place where you looked over where the bike path left an at-grade situation and started downgrade?

A Not that I recall.

Q One of the memos, Exhibit Number 16, referred to an Oregon specification for standard pedestrian rail

MR. OTOROWSKI: Are you again instructing him not to answer?

MR. THOMAS: Not about stranded motorists. If you are going to talk about people who jumped, "without breaking stride," to go to a particular location, arguably that's going to have something to do with it, but that wasn't the question.

Vehicles have nothing to do with this case.

MR. OTOROWSKI: Okay, I am respecting your instruction not to answer, but I still think it's relevant.

Q (By Mr. Otorowski) With regard to the median barrier, Mr. Allen, were there ever any considerations given by you or your firm of a pedestrian leaping over or vaulting over the median barrier?

A Where there is no pathway?

Q At any point.

A We -- no.

Q Was there any consideration given for a pedestrian who happened to be on the left shoulder lane gaining access over to the pedestrian walkway?

A No.

Q Was there ever any consideration given in designing the heights of the median barrier where the grade of the Washington access to the bikeway falls away?

A Excuse me, the question? I have got the location now.
Q Was there any consideration to a pedestrian gaining access at that point? For example, vaulting, as Mr. Fernandez did, over the median barrier?
A No, no.
Q Was that ever considered a possibility?
A No.
Q Can you recall any meetings or discussions specifically where pedestrian safety such as that might have been discussed?
A No.
Q Were there any specific agenda items on any meetings where pedestrian safety was discussed?
A Are you talking about pedestrians on the roadway?
MR FISCHER: I would object.
Q (By Mr. Otorowski) Yes.
A No.
Q Did you ever consider that as a possibility in designing the area around the bikeway ramp?
MR. THOMAS: Consider what as a possibility?
MR. OTOROWSKI: That there might be pedestrians on the roadway.
A Only to the extent that we used standard railings, standard shoulder widths that are specified for bridges
Q (By Mr. Otorowski) Let me ask you this. Has there

A Yes.
Q Would it be unsafe for bicyclists?
A Yes.
Q Would it be unsafe for stranded motorists?
A Not any more so than it would be out on the highway.
Q So it wouldn't be any more unsafe for a motorist who is stranded that there were no lights?
A No.
Q Now, Mr. Blanchard, you've obviously had a chance to review your affidavit?
A Right.
Q You read that before you signed it?
A Yes.
Q Does your affidavit in any way refer to the north bike path approach?
A As I recall, it just refers to the span arrangements of the main structures.
Q So this affidavit doesn't have anything to do with the area around the bike path on the approach?
A This addresses the span arrangement of the structures.
Q Well, does it in any way address tne area around tne bike path approach?
A Both structures are on either side of it.
Q You've attached, or there are attached an A and B

A No.
Q To your knowledge, was there any special requirement with regard to lighting the pedestrian pathway?
A Yes, underneath the bridge.
Q What about on top?
A The roadway lighting also lighted the pedestrian pathway.
Q Was it generally anticipated that the lighting from the roadway would also illuminate the pedestrian path?
A Yes.
Q Were there any special studies that were done to determine how many foot candles or lumens or whatever would be present at different areas on the pedestrian pathway?
A Yes.
Q Who did those?
A Possibly Press, P-r-e-s-s.
Q And where is he located?
A He is deceased. He was located in St. Louis.
Q And was there anyone from the Seattle office who was involved in that?
A No.
Q To your knowledge, are all his records back in St. Louis?
A Yes, yes. There would be copies in the Seattle office.

Q Was it ever contemplated that there would be specific, separate illumination for the pedestrian pathway?
A I don't remember.
Q Do you recall ever discussing this with Mr. Press?
A Yes.
Q Did you discuss the illumination underneath and in the vicinity of the access ramp to the pathway?
A Yes.
Q What kind of factors were considered?
A The light level of the adjacent roadway, principally.
Q Were there ever any measurements taken?
A Not to my knowledge.
Q Was there ever any kind of a follow-up study done as to whether or not the lighting that was actually installed met the specifications?
A I have no idea.
Q Was there ever any consideration given to the illumination of the actual ramp as seen from the median barrier up above on the roadway?
A No, as far as I can recall.
Q Now, you are aware that there was some remedial fencing put in in the form of chain link between the two roadways in the area of the pathway ramp?
MR. FISCHER: Object to the form of the question.

Rec 11/30/84

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON
IN AND FOR THE COUNTY OF CLARK

| | |
|---|---|
| RUSSELL XAVIER FERNANDEZ,<br><br>Plaintiff,<br><br>vs.<br><br>STATE OF WASHINGTON, ex rel; DEPARTMENT OF HIGHWAYS; STATE OF OREGON, ex rel; DEPARTMENT OF TRANSPORTATION; PETER KIEWIT & SONS, a corporation; SVERDUP & PARCEL & ASSOC., a corporation; TICE ELECTRIC COMPANY, a corporation; CORAL CONSTRUCTION COMPANY, a corporation; AND DOES ONE THROUGH ONE HUNDRED, inclusive,<br><br>Defendants. | NO. 83-2-01720-7<br>AFFIDAVIT OF DR. ROBERT BRENNER IN OPPOSITION TO DEFENDANT CORAL CONSTRUCTION COMPANY AND SVERDRUP & PARCEL'S MOTION FOR SUMMARY JUDGMENT |

STATE OF MARYLAND )
) SS.
COUNTY OF MONTGOMERY )

Robert Brenner, being sworn on oath, deposes and says:

1. I am President of The Institute for Safety Analysis, Inc., a private consulting firm incorporated under the laws of the State of Maryland in 1975, and presently located at 451 Hungerford Drive, Suite 610, Rockville, Maryland 20850.

2. I have been retained by counsel for plaintiffs in this matter, to inspect the Glen L. Jackson Bridge, the design plans, the as-built drawings, and the Washington and Oregon approachways to the bridge for bicyclists and persons on foot such as joggers.

3. For purposes of this affidavit I have been asked specifically by counsel for plaintiff to examine the involvement and professional liability of defendant Coral Construction Company and defendant Sverdrup & Parcel. I have also been asked to review and gather together what I feel are the most relevant and important national, state and local laws and guidelines for design and construction of the pedestrian/bicyclist path on the Glen L. Jackson Bridge and the approaches to this path from nearby surface streets and highways.

4. To advise the court of my background and qualifications, I attach a curriculum vitae as Exhibit A to my affidavit. It describes my education, professional engineering registrations, work history, professional appointments, and other information on my personal background.

5. In addition to the information on my curriculum vitae, I wish to point out some of my specific training and experience which is pertinent to this case.

6. From January 1966 until September 1966 I served as a technical consultant on a task force preparing safety legislation that President Lyndon B. Johnson had introduced to the Congress. Upon passage of the legislation in September 1966, the President appointed me to be the Deputy Director of the National Highway Safety Bureau, the agency created by the laws to carry out their provisions. The two laws were the National Traffic and Motor Vehicle Safety Act of 1966 (PL 89-563) and the Highway Safety Act of 1966 (PL 89-564). The agency initially was in the U.S. Department of Commerce and later was in the U.S. Department of

Transportatio

7. Up to the time of this appointment I had been a member of the faculty of the Department of Engineering, Institute of Traffic and Transportation Engineering, University of California at Los Angeles, for almost 19 years teaching courses in traffic engineering and safety engineering as well as performing research in various aspects of highway safety.

8. I held the following positions during my government service in the National Highway Safety Bureau (NHSB) and its successor agency which now is known as the National Highway Traffic Safety Administration (NHTSA) of the U.S. Department of Transportation:

(a) Deputy Director, NHSB;
September 1966 - January 1969;

(b) Acting Director, NHSB;
January 1969 - January 14, 1979;

(c) Chief Scientist, NHTSA;
January 15, 1970 - December 1972.

9. My responsibilities as Deputy Director and Acting Director of NHSB were to direct and manage the agency. In those capacities I was the highest ranking engineer of the agency and had final engineering review authority over the vehicle and highway safety programs to be carried out by the agency under the provisions of the two safety laws. My later position as Chief Scientist dealt principally with international aspects of vehicle and highway safety. For example, I was responsible for organizing and directing under the auspices of NATO a highway

safety progr[illegible]on the identification and [illegible]orrection of "accident-prone highway sites".

10. I resigned from government service in December 1972 to enter private safety engineering consulting practice in Washington, D.C. and continued to practice under the business name Robert Brenner Associates until 1975 when I organized The Institute for Safety Analysis, Inc. In my capacity as President of the company, I have performed safety research for government agencies including the Congress, The Secretary of Transportation, the Federal Highway Administration; I have prepared and taught courses in traffic safety at the masters level at the University of Southern California and Indiana University; I have provided safety consulting services to various industrial clients; and I have provided research and consulting services to attorneys in civil and criminal personal injury lawsuits involving highway accidents.

11. As a practicing traffic safety engineer since 1948, I have investigated many accidents which have included pedestrians falling over or stepping over barriers on the side of bridges where those pedestrians were severely injured and killed. I investigated the deaths of four individuals who stepped over a parapet barrier to their deaths on Interstate 5 over the Cowlitz River. I have also compared and examined the dangerous nature of the Kennewick Bridge at SR 14 where several individuals were killed and severely injured by falling through the open space between parallel bridge structures. These are extraordinarily similar to the dangerous and extrahazardous condition that

existed on the Glen L. Jackson Bridge in the area where Mr. Fernandez fell.

12. With regard to Coral Construction Company, hereafter referred to as "Coral", it is my understanding that Coral had a 2.1 Million Dollar subcontract to erect the concrete barrier, signing and guardrails on the Oregon side of the bridge up to the Washington State Highway No. 14 approaches. In addition, Coral had a direct contract for all of the signing on Airport Way up to I 205 with the Port of Portland. The contract specifically concerning this case was Coral's direct contract with the Washington State Highway Division for erecting signs.

13. It is my understanding that Coral constructed a safety net pursuant to a change order and contract with the STate of Washington. I attach and incorporate by reference the change order documents, as well as the drawings done by the State of Washington in connection with that safety net, as Exhibit B. That safety net was also discussed with the State of Washington Project Engineer, James Brosio early in December 1982, when the State of Washington had asked Coral if the installation of the netting could be added as a change order. Had the safety net been constructed soon after it was discussed in December 1982, Mr. Fernandez would not be paralyzed today.

14. With regard to defendant Sverdrup & Parcel, hereafter referred to as "S & P", it is my understanding, based upon my review of selected documents and discussing with counsel for the plaintiff in connection with defendants' motion for summary judgment, that S & P became involved in the project in 1970 and

was engaged by the State of Oregon to produce a conceptual design for the bridge. I further understand that when the possibility of including a bicyclist path emerged, S & P was asked to prepare different schemes or proposals for the Washington access ramp for the bicyclist path, as well as the location of the bicyclist path on the bridge structure. I further understand that S & P continued to work intensively on the bridge project, finalizing preliminary designs, preparing cost estimates, preparing final plans, preparing final designs, preparing specifications and participating in the prebid conference. It is my understanding the S & P was paid in excess of one million dollars for its work on the project. It is also my conclusion, based on a review of S & P's construction plans, and comparing those final, as-built plans, specifically of the pedestrian/bicyclist path, that S & P's design and plans were changed very little in completing the construction of the bicyclist path. With regard to the area where Mr. Fernandez fell, there was no change of any significance.

15. I am intimately acquainted, and have been throughout my career, with bridge engineering concepts, and specifically the "human factors" that must be considered in designing highways and bridges that are safe for motorists and pedestrians. In this case I have been specifically asked by counsel for the plaintiff to review applicable standards of design providing for safety of people on highways and bridges and to compare that with the design used by S & P.

16. To that end I have done the following:

(a) I have personally inspected the network comprised of the bridge and access roads to it on both the Oregon and Washington sides as related to the pedestrian/bicyclist path on the bridge. Specifically, I inspected the path itself on the bridge and from several points on the ground below looking up at the bridge overhead; I inspected the approaches to the path on the bridge from both the Oregon and Washington sides, with particular attention to the route taken by Mr. Fernandez from the shoulder of SR 14 to gain access to the bridge in the southbound direction.

(b) I have taken various measurements of the concrete median barriers on the bridge, of the railings installed on top of much, but not the full length(s), of the barriers, of the width of the pedestrian/bicyclist path on the bridge, of the paved emergency lane adjacent to the median barrier on the bridge in the southbound direction.

(c) I have asked that photographs be taken, some photocopies of which I attach hereto as Exhibits C-1 through C-16, all of which depict different portions of the network comprised of the bridge, the pedestrian/bicyclist path on the bridge, and the approaches to the path on the bridge from both the Oregon and Washington side of the river.

(d) I have retraced the approximate path, which I understand Mr. Fernandez to have taken, a copy of which I attach hereto as Exhibit D and incorporated herein by reference.

(e) I have been driven over the access route, via

Ellsworth Avenue, as designed to provide pedestrians and bicyclists westbound on SR 14 with access to the bridge southbound.

(f) I have reviewed the American Association of State Highway & Transportation Officials (AASHTO) Policy on Design of Urban Highways and Arterial Streets, 1973 (known as the "AASHTO Red Book"), together with the periodic supplements and updates issued by AASHTO.

(g) I have reviewed the Manual on Uniform Traffic Control Devices (1971, 1978).

(h) I have reviewed the applicable Washington State Statutes and the washington Administrative Code, Titles 467 and 468.

(i) I have reviewed the various plans and drawings, both as-builts and final plans of S & P.

(j) I have reviewed different treatises, papers and volumes in my own library.

(k) I have reviewed applicable provisions of the Washington State Department of Transportation Design Manual.

17. Based on my background and experience, my personal inspection, and my review of applicable documents, I am of the following opinions with regard to the design of the Glen L. Jackson Bridge and related network provisions that created an unreasonable risk of danger for pedestrians and bicyclists heading in a westerly direction on SR 14 and intending to gain access to the pedestrian/bicyclist path on the bridge and thence head south across the bridge to the Oregon side of the river.

(a) The design of the access to the bridge by a pedestrian from westbound SR 14 requires the person to walk or jog an additional distance of approximately two miles to Ellsworth Avenue to gain access to the designed ramp to the pedestrian/bicyclist path on the bridge; similarly, a westbound bicyclist on SR 14 would have to cycle the additional distance to head south on I 205 over the bridge.

(b) The signing for the access route is inadequate.

(c) The total lack of lighting on the access pathway from Ellsworth Avenue to the access ramp creates an unreasonable dangerous condition.

(d) The unlit nature of the access discourages pedestrians and bicyclists from using it and encourages pedestrians and bicyclists to use more direct, convenient and better illuminated means of access such as the route Mr. Fernandez took.

(e) The access from eastbound SR 14 required pedestrians and bicyclists to be on the shoulder of a limited access facility, SR 14, and placed them at a considerable and unreasonable risk of harm. In particular, the "Y" junction where the exit branches north and south on I 205 is a dangerous, confusing condition which, by its design, encourages and induces pedestrians and bicyclists to unwittingly find themselves on the southbound lanes of the bridge.

(f) The design signage on the exit ramp from westbound SR 14 to southbound I 205 is inadequate and does not conform with MUTCD or the State of Washington Design Manual.

(g) The absence of safety netting over the space separating the southbound and northbound bridges of I 205 over SR 14 at the time of the subject incident and the considerable distance to the ground below created the extreme danger of serious injury to anyone stepping over the concrete median barrier anticipating that the narrow space between the bridges was protected.

(h) The 2'8" height of the median concrete barrier on the bridge road level where it crosses over SR 14 together with the failure to erect a railing on it does not provide a reasonable deterrent to any pedestrian who finds himself in that area for whatever reason from stepping over the low barrier and thereby experiencing the dangerous fall to the ground below.

(i) The failure to erect or maintain any kind of warning sign of the unprotected space between the two bridges and the deadly fall to the ground below enhanced the unreasonable risk of harm to any individual finding himself next to the median barrier and the unprotected space between the two bridges.

(j) Whereas railing at a height of 22 inches above the top of the concrete median barrier was installed at locations where the space between the bridges was decked for pedestrian/ bicyclist travel, no railing was installed where the space between the bridges was open and unprotected by safety netting.

(k) The safety netting as finally erected by Coral between the two bridges was technically feasible, and at a nominal cost of $25,000 was fully justified in the context of the increased safety it afforded.

(l) It was, or should have been entirely foreseeable by engineers of all defendants that Mr. Fernandez and other pedestrians reasonably would have acted as follows.

1. Such pedestrians walking or jogging westbound on SR 14 and intending to go onto the bridge would proceed onto the bridge upon reaching it instead of continuing beyond it the extra two miles to reach the design access at Ellsworth Avenue.

2. Such pedestrians upon coming onto the bridge would expect to find themselves in the designated pedestrian/ bicyclist path instead of in the emergency lane with traffic moving past them at high speeds.

3. Such pedestrians upon finding themselves to be in the emergency lane instead of the expected pedestrian/ bicyclist path, and with traffic moving past them at high speeds, would seek the refuge of the expected pedestrian/bicyclist path by stepping over the comparatively low height of the concrete median barrier.

4. Such pedestrians upon stepping over the concrete median barrier into the unprotected space between the two bridges would have to fall the considerable distance to the ground below, and be seriously injured if not killed.

(m) A pedestrian in the emergency lane next to the high speed lanes of the bridge foreseeably would not recognize the absence of decking or safety netting in the space between the two bridges, particularly under the combined conditions of minimal, if any, overhead illumination, traffic moving by at high

speeds and the aforementioned expectation of the pedestrian/ bicyclist path on the other side of the concrete median barrier.

(n) Defendant S & P knew or should have known any or all of the design safety measures that would have eliminated or reduced the unreasonable risk of harm to a pedestrian falling to the ground below through the unprotected space between the two bridges. The danger to Mr. Fernandez would have been eliminated had the safety netting been installed as was finally done; the danger to him would have been reduced had railing such as installed in the concrete median barrier at the location where the space was decked over, also been installed at the location where the space between the two bridges was open and which was where Mr. Fernandez climbed over the median barrier. The danger also would have been reduced had adequate overhead illumination and warnings as to the unprotected space between bridges been provided at/near the location where he climbed over the median barrier.

(o) The Federal Inspector's review identified the unsafe design in July 1982 and the state took steps to correct it which were not implemented prior to the bridge's opening. If they had been Mr. Fernandez would not be paralyzed today.

18. An abundant technical literature has existed for many years on highway safety and the dangerous features of the subject network as I have discussed above. For purposes of this affidavit I have reviewed and cite in some detail here several types of consideration that must be utilized in highway and bridge design as described in the authoritative AASHTO Red Book.

I summarize these considerations as follows:

(a) The stimulation of the visual, auditory and tactual senses influences the decisions concerning highway design. These are what I would refer to as "human factors". (Page 277.)

(b) Pedestrians tend to take the shortest path between two points and to resist changes in elevation when crossing roadways. They tend to cross at will and to avoid using pedestrian separations. (Page 280.) This must be taken into account when designing bridges, and specifically, in this case, to examine the different routes that conceivably could be taken by a bicyclist or pedestrian such as the route Mr. Fernandez took, which was by far the shortest path.

(c) Designing the highway to compensate for poor driving behavior is one of the highway engineer's major problems. (Page 279.) It is critical, just as examining poor driver behavior, to examine pedestrian behavior in designing highways, and particularly on elevated structures where the mere height of the structure creates an extremely dangerous condition.

(d) Fencing is a means of providing access control and preventing hazardous intrusion of animals, pedestrians and vehicles onto the highway. All portions of urban freeways without natural barriers ordering them to otherwise restrict access should be fenced. (Page 395.) Here, fencing could have been placed on the inside of the cloverleaf access ramp where Mr. Fernandez walked.

(e) Lighting of interchanges, intersections,

railroad grade crossings, pedestrian crossings, sharp curves, narrow bridges, etc., can produce substantial reductions in night accident rates. Lighting is particularly effective in reducing pedestrian accidents. (Page 401.) Clearly here, lighting would have been extremely appropriate in illuminating the area below the area where Mr. Fernandez fell.

(f) Pedestrian crossings are commonly controlled and protected by using barriers or fences at points of hazard. (Page 421.) A fence or higher barrier could have been provided to prevent what happened in this case.

(g) Where a median is approximately 36 feet or less in width at bridges (22 to 30-foot opening), it is desirable from a safety standpoint to deck the median so that it is approximately flush with the pavement. (Page 443.) Here there was an opening of approximately 9 feet where there should have been decking or the safety netting which was finally installed.

(h) THere is an interrelationship between highway transportation and all other modes of urban movement, including pedestrian movements. (Page 179.) This interrelationship must be considered in all design aspects.

(i) A pedestrian is "any person afoot" and his involvement in traffic is a major consideration is design of many urban highways. Pedestrian actions are less predictable than those of drivers. Pedestrians tend to walk in the path that represents the shortest distance between to w points. Pedestrians also have a basic resistance to changing grades when crossing roadways, and tend to avoid using special underpass or

overpass pedestrian facilities. (Page 280.)

(j) Although emergency stopping on the left is not intended and should not be encouraged, there will be occasional situations where a driver has no other choice. (Page 354.) It must be anticipated and expected that there will be pedestrians on the left shoulder of limited access highways and bridges simply on the basis of stranded motorists. It is also to be expected that stranded motorists would seek refuge behind a median barrier to avoid oncoming traffic and that any dangerous position as to stranded motorists would equally apply to other pedestrians.

(k) Provisions for pedestrians often must be made on street overcrossings and on long structures. Where higher speeds are involved, a barrier-type rail of adequate height should be installed between the walkway and the vehicle lanes, and a pedestrian-type rail or screen should be used at the outer edge of the walkway. (Page 357.) Clearly, the situation here is one requiring consideration of a barrier, railing or fence to prevent the accident which happened. The general need for economy in design and a desire to preserve the clear lines of a structure unencumbered by screens must be carefully balanced against the absolute requirement that the highway traveler and overpass pedestrian be provided the maximum safety. (Page 426.)

(l) Normally pedestrians are not permitted into freeway tunnels; however, provisions should be provided for emergency walking and for access by maintenance personnel. (Page 483.)

(m) With regard to railways, it is necessary to physically prevent pedestrians from entering the rail area. A fence is needed adjacent to the guard rail, or another type of high barrier provided which would prevent out-of-control vehicles and pedestrians from entering the rail area. (Page 496.)

(n) On freeways there is little expectancy of need for pedestrian refuge and it is highly desirable that all width inside the rail be available for emergency use. Accordingly, safety walks constructed as part of the rail section should not be used on freeway overpasses. However, at certain locations there may be a need to provide a pedestrian walkway or bicycle path on the freeway overpass. In these situations, a barrier-type bridge rail of adequate height should be installed between the pedestrian walkway and the roadway. A pedestrian rail or screen would be necessary on the outer edge of the walkway. (Page 511.)

(o) For the most part pedestrians are accommodated on structures which also serve vehicular traffic. (Page 516.)

19. In sum, the AASHTO manual describes a great number of principles which should have been applied in this case in designing the pedestrian walkway and the median barriers in the are where Mr. Fernandez fell. Perhaps more clearly than other provisions of the AASHTO Red Book, the discussion of pedestrians (Page 280.) would have put a designer of a highway or bridge such as S & P in this case, on notice that many different factors must be considered and looked at in design, and where a dangerous condition exists and it can be foreseen, as in this case, that a

pedestrian might find himself next to the median barrier, for whatever reason, that steps should be taken to warn of the hazard, eliminate it, or make it safe, none of which was done here until after Fernandez fell.

20. Based on my education, training, background and experience, competent, good, highway design for the safety of motorists and pedestrians requires that human factors must be considered. In other words, highway designers must anticipate what all highway users, motorists and pedestrians alike, foreseeably will do when faced with a certain design of a highway feature. In this case good design practice with the motorist and pedestrian in mind, requires that there should have been either a higher barrier on the median or the safety netting, as was installed.

21. In all of my years of experience, it would be unthinkable and a breach of engineering standards to not consider pedestrians as part of the bridge design. Likewise, it is a breach of those standards not to be aware and not to have considered "human factors" in bridge design.

22. In my opinion, there were numerous breaches of duty by defendant S & P in the design of the Washington approach, the pedestrian walkway, and the area where the pedestrian walkway goes below the road level grade. S & P owed this duty not only contractually to the State of Washington and State of Oregon, but to all users of the highway, including pedestrians, bicyclists, and motorists. Specifically, S & P owed this duty to Mr. Fernandez; it breached that duty and should be held liable for

it.

23. With regard to defendant Coral, it is my opinion that Coral owed a duty to the State of Washington and to all users, including bicyclists, pedestrians, and motorists, to have advised the State of Washington in December 1982, that it would be dangerous to open the bridge before installing the safety netting as the State had designed it and discussed it with Coral early in December 1982. However, because of the incomplete documentation with regard to Coral, which I have seen, and the inability to know exactly what Coral did or did not tell the State at that time, I cannot render an opinion as to whether or not Coral fulfilled its duty, as an experienced highway contractor, to advise the State on this point.

Further, your affiant sayeth not.

Robert Brenner

ROBERT BRENNER

SUBSCRIBED AND SWORN to before me this 27th day of November, 1984.

Stanley R Kalin

Notary Public in and for the State of Maryland, residing at Silver Spring, Montgomery County, Maryland.

My Commission Expires July 1, 1986

TISA

THE INSTITUTE FOR SAFETY ANALYSIS, INC.
451 Hungerford Drive • Suite 610 • Rockville, Maryland 20850
Phone (301) 424-3060

Robert Brenner, Ph.D., P.E.
President

# *CURRICULUM VITAE*

## *EDUCATION*

B.S. Mechanical Engineering 1943
M.S. Engineering--Major Field: Safety Engineering 1949
Ph.D. Engineering--Major Fields 1962
Thermodynamics
Safety Engineering
Engineering Statistics

## *PROFESSIONAL REGISTRATIONS (CALIFORNIA)*

| | |
|---|---|
| Mechanical Engineer | (ME 2223) |
| Safety Engineer | (SF 1598) |
| Traffic Engineer | (TR 0723) |

## *PROFESSIONAL EXPERIENCE*

| | |
|---|---|
| April 1943 - June 1944 | Lockheed Aircraft Company<br>Burbank, California<br>(Engineering design, drafting) |
| June 1944 - October 1946 | U.S. Army<br>(Aircraft Gunner, Artillery Officer) |
| November 1946-February 1948 | American Can Company<br>Vernon, California<br>(Plant Mechanic/Safety Engineering) |
| May 1951 - April 1953 | Headquarters, USAF (Military Leave-of-absence from UCLA) |
| July 1966 - January 1973 | U.S. Department of Transportation: |

- Consultant for Under Secretary of Commerce
  January 1966 - June 1966--Part-time
  July 1966-September 1966--Full-time

- Deputy Director, National Highway Safety Bureau
  September 1966 - December 1968

- Acting Director, National Highway Safety Bureau
  January 1969 - January 1970

- Chief Scientist, National Highway Traffic Safety Administration
  January 1970 - January 1973

EXHIBIT A-1

| | |
|---|---|
| January 1973-February 1975 | Consultant, Private Practice, Robert Brenner Associates |
| February 1975 - Present | President, The Institute for Safety Analysis, Inc. (TISA) |

*WORK IN INDUSTRY*

| | |
|---|---|
| Lockheed Aircraft Company | (Engineering design, drafting) |
| U.S. Army | (Aircraft Gunner, Artillery Officer) |
| American Can Company | (Plant Mechanic/Safety Engineering) |

*WORK AT UNIVERSITY OF CALIFORNIA AT LOS ANGELES (UCLA)*

Position: Research Professorship (equivalent)

Teaching:
- Traffic Engineering
- Safety Engineering
- Thermodynamics
- Engineering Statistics

Research:
- Traffic Engineering
- Risk Analysis
- Accident Investigation
- Traffic Flow

Public Service: Various local/State/national appointments

*WORK AT U.S. DEPARTMENT OF TRANSPORTATION (DOT)*

Executive line management of National Highway Safety Bureau

Overall engineering supervision:
- Promulgation/enforcement of vehicle safety standards
- State/community highway safety standards
- Safety-related defect recalls
- Multidisciplinary accident investigations
- Safety research.

*WORK OF THE INSTITUTE FOR SAFETY ANALYSIS, INC.*

Consulting services for attorneys

Risk analysis

Accident reconstruction:
- Traffic accidents
- Industrial accidents
- Consumer product failures

EXHIBIT A-2

Teaching: University driver education teachers
Alcohol workshops
Traffic safety program development

Consulting services for industrial clients:

Compliances with Federal regulations
Corporate product planning

Contract research for Government agencies:

The Congress of the United States
U.S. Department of Transportation (Secretary)
U.S. Department of Transportation:
Federal Highway Administration
National Highway Traffic Safety Administration
U.S. Environmental Protection Agency

Research: 55-mph speed law
Highway safety standards
Future vehicle design
Occupational health and safety

*PAST APPOINTMENTS*

| | |
|---|---|
| Secretary | Committee on Highway Safety, Highway Research Board, National Research Council |
| Member | Secretary's Advisory Committee on Highway Safety, D. P. Moynihan, Chairman; U.S. Department of Health, Education, and Welfare (HEW) |
| Member | Accident Prevention Research Study Section, National Institutes of Health (NIH) |
| Member | SC-1 Special Committee to Review Safety Activities of the Highway Research Board, National Research Council |
| Member | Society of Automotive Engineers Technical Board (1969-1972) |
| Member | Society of Automotive Engineers (SAE) Research Council |
| Member | SAE Public Interest Advisory Committee |
| Observer | SAE Transportation Safety Committee |
| Alternate Member | Intermodal Research Advisory Council, U.S. Department of Transportation |

EXHIBIT A-3

Member National Academy of Sciences

Commissioner: Traffic and Transportation, Rockville, Maryland

*PROFESSIONAL SOCIETIES*

System Safety Society--Senior member
American Society of Safety Engineers
Society of Automotive Engineers

*PUBLICATIONS*

Several hundred in the field of safety

*RELEVANT EXPERIENCE*

Accident Reconstruction:

- Accident investigation technique at UCLA
- Organized and directed U.S. Government program of multi-disciplinary accident investigation
- Organized and directed NATO program of multidisciplinary accident investigation
- Private consulting, re tort litigation

Design:

- Design engineer, Lockheed Aircraft Company
- Automotive design re promulgation of Federal safety standards
- Truck brake design, as Vice President, Engineering, Advanced Automotive Systems (corporation no longer in business)

Foundry Practice:

- Worked 4 years in grey iron foundry while undergraduate at University of Pennsylvania
- Set up non-ferrous foundry laboratory at UCLA; taught foundry practice

Metallurgy:

- Completed lecture and laboratory courses as part of under-graduate mechanical engineering program
- Taught metallurgy/Metallography at UCLA as part of unified engineering laboratory program
- Consultant to Metallurgy Department, General Atomic Company, La Jolla, California

Human Factors:

- Conducted various research projects pertaining to human factors in risk analysis

JOHN SPELLMAN
Governor

DUANE BERENTSON
Secretary

STATE OF WASHINGTON
DEPARTMENT OF TRAN

RECEIVED
MAR 21 1983

Office of the Project Engineer
~~1802~~ N.E. 10th Ave.
Ridgefield, WA 98642

File copy

Coral Construction Company
P.O. Box 347
Wilsonville, OR 97070

Contract 2332, SR 205, C.S. 0607
Columbia River to SR 5 - Signing
I-205-1(168)

Gentlemen:

Attached for your endorsement and Consent of Surety is Change Order #4. Change Order Number 4 provides for the construction of a safety net between the NB and SB - Columbia River Bridge Structures from Sta. 128+06 to Sta. 134+26.

The price of $25,984.88 for the "Safety Net" was derived from your quote as follows:

Length of net - originally 566 L.F.

Length of net - revised 620 L.F.

Original quote - $23,721.68

$$(\$23,721.68)\left(\frac{620\ \text{L.F.}}{566\ \text{L.F.}}\right) = \$25,984.88$$

This method was discussed verbally with Ralph Coiteux on 10 March, 1983.

Fifteen days has been allotted by the State to complete this work. Time will start the date materials are delivered to the job. This was also discussed with Ralph Coiteux.

This Change Order will extend the limits of the project to include SR 205 from Station 128+06 to Sta. 132+47.60. It will also extend the time well past the original contract amount. Consequently, consent of Surety is required (See Standard Specifications Sec. 1-04.4).

Very truly yours,

JOHN M. ALLINGER, P.E.
PROJECT ENGINEER

JMANLJ/dar
attachment
cc: G.L. Edwards

Exhibit B-1

ORIGIN

Sheet 1 of 7
Date 3-15-83

WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION

# CHANGE ORDER

Change Order Number 4

[X] Ordered by Engineer under terms of Section 1-04.4 of the Standard Specifications

[ ] Change proposed by Contractor

Endorsed by: CORAL CONSTRUCTION CO. (Contractor Firm Name)

(Signature) 3/22/83 (Date)

Title Secretary

Consent given by Surety: (when required)

By: _____ (Attorney-in-fact) _____ (Date)

2332

Coral Construction Company
P.O. Box 347
Wilsonville, OR 97070

SR 205
I-205-1(168)
Columbia River to SR 5 - Signing

## DESCRIPTION OF WORK

You are ordered to perform the following described work upon receipt of an approved copy of this change order:

Extend the Project Limits back to Station SR 205 128+06.

Construct and test a safety net between the NB and SB - SR 205 Columbia River Bridge - Washington Approach Structures from Sta. 128+06 to Sta. 134+26 in accordance with the details shown on sheets 3 thru 7.

The agreed upon lump sum price of $25,984.88 for "Safety Net" shall be full compensation for furnishing all materials, labor, tools and equipment necessary or incidental to complete the Safety Net as specified and shown in this change order. The Safety Net will be tested as directed by the Engineer. Payment for "Test Safety Net" will be by Force Account in accordance with Section 1-09.6 of the Standard Specifications.

Payment for Traffic Control work shall be by the items "Labor For Traffic Control" and "Sequential Arrow Sign".

A separate Contract Time for this work will begin after delivery of materials to the project. Fifteen (15) working days have been agreed upon to complete this Change Order work, beginning the date of delivery. Liquidated Damages will be assessed for delay in completing this work beyond the time specified herein. Damages shall be determined in accordance with the Standard Specifications using $28,184.88 as the original contract amount.

Contract time will be suspended until the Contractor has received the materials necessary to complete the above work.

All work, materials and measurement to be in accordance with the provisions of the Standard Specifications and Special Provisions for the type of construction involved.

| [ ] DISTRICT APPROVAL REQUIRED [ ] HEADQUARTERS APPROVAL REQUIRED | ORIGINAL CONTRACT AMOUNT | CURRENT CONTRACT AMOUNT | ESTIMATED NET CHANGE THIS ORDER | ESTIMATED CONTRACT TOTAL AFTER CHANGE |
|---|---|---|---|---|
| | $ 167,355.00 | $195,747.00 | $ +28,184.88 | $ 224,[illegible].88 |

DISTRICT USE

APPROVAL RECOMMENDED

(Project Engineer) (Date)

[ ] APPROVAL RECOMMENDED [ ] APPROVED

DISTRICT ADMINISTRATOR E.M. Ferguson, P.E.

By: Date:

HEADQUARTER'S USE

APPROVED

Highway Construction Engineer (Date)

B-2

DOT [illegible]

ORIGINAL

Sheet 2 of 7

Date 3-15-83

WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION

## CHANGE ORDER ESTIMATE

Contract Number 2332

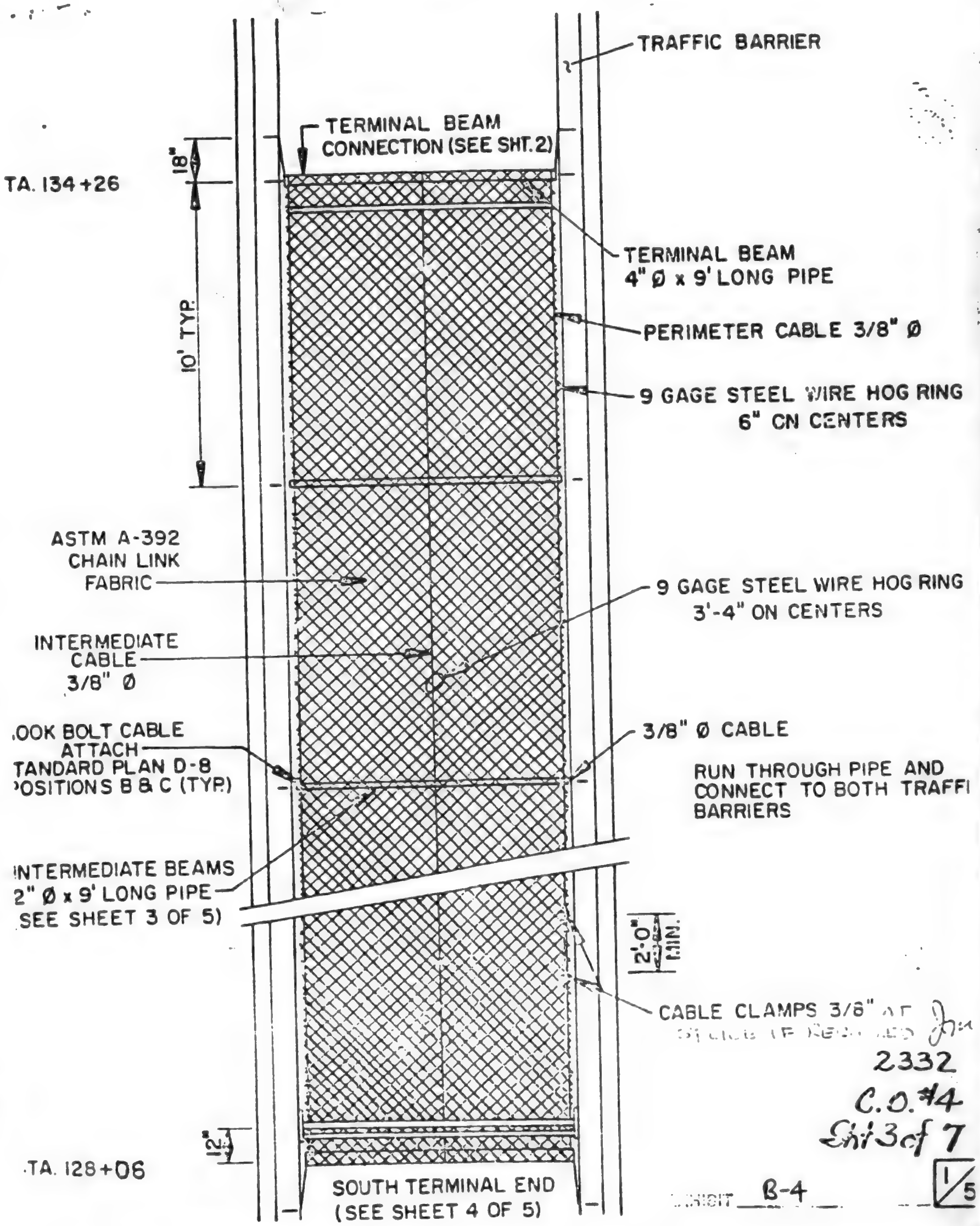
Change Order Number 4

| ITEM NO. | GROUP NO. | STD. ITEM NO. | DESCRIPTION | UNIT MEASURE | UNIT PRICE | ESTIMATED QUANTITY CHANGE | ESTIMATED AMOUNT CHANGE |
|---|---|---|---|---|---|---|---|
| 10 | New | 6956 | Sequential Arrow Sign | Hour | $ 10.00 | + 120 | +$ 1,200.00 |
| 11 | New | 6981 | Labor for Traffic Control | Dol. | ----- | ----- | + 500.00 |
| New | New | | Safety Net | L.S. | ----- | ----- | + 25,984.88 |
| New | New | | Test Safety Net | Dol. | ----- | ----- | + 500.00 |
| | | | | | | Total | +$28,184.88 |

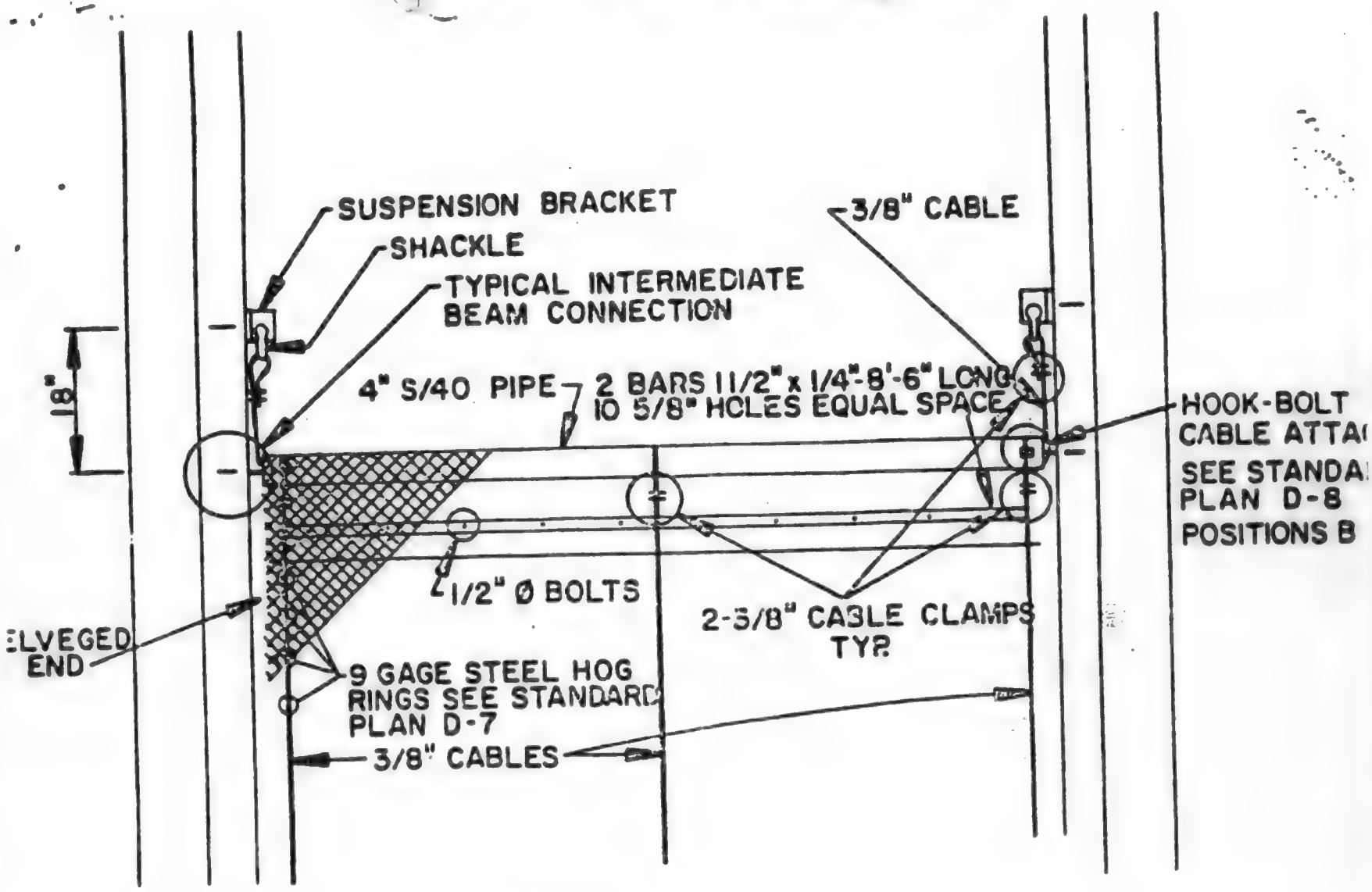


DOT FORM 421 004

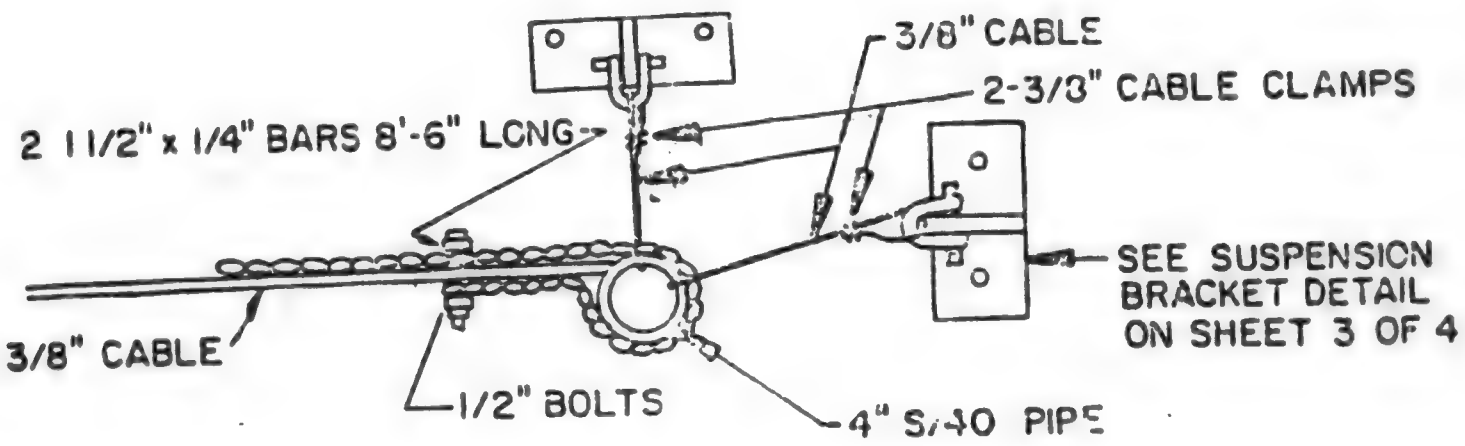
# SAFETY NET


TRAFFIC BARRIER
TERMINAL BEAM CONNECTION (SEE SHT. 2)
18"
TA. 134+26
10' TYP.
TERMINAL BEAM 4" Ø x 9' LONG PIPE
PERIMETER CABLE 3/8" Ø
9 GAGE STEEL WIRE HOG RING 6" CN CENTERS
ASTM A-392 CHAIN LINK FABRIC
9 GAGE STEEL WIRE HOG RING 3'-4" ON CENTERS
INTERMEDIATE CABLE 3/8" Ø
OOK BOLT CABLE ATTACH TANDARD PLAN D-8 OSITIONS B & C (TYP.)
3/8" Ø CABLE
RUN THROUGH PIPE AND CONNECT TO BOTH TRAFFI BARRIERS
INTERMEDIATE BEAMS 2" Ø x 9' LONG PIPE SEE SHEET 3 OF 5)
2'-0" MIN.
CABLE CLAMPS 3/8"
2332
C.O. #4
Ent 3 of 7
TA. 128+06
SOUTH TERMINAL END (SEE SHEET 4 OF 5)
EXHIBIT B-4
1/5

# TERMINAL END CONNECTIONS




## PLAN

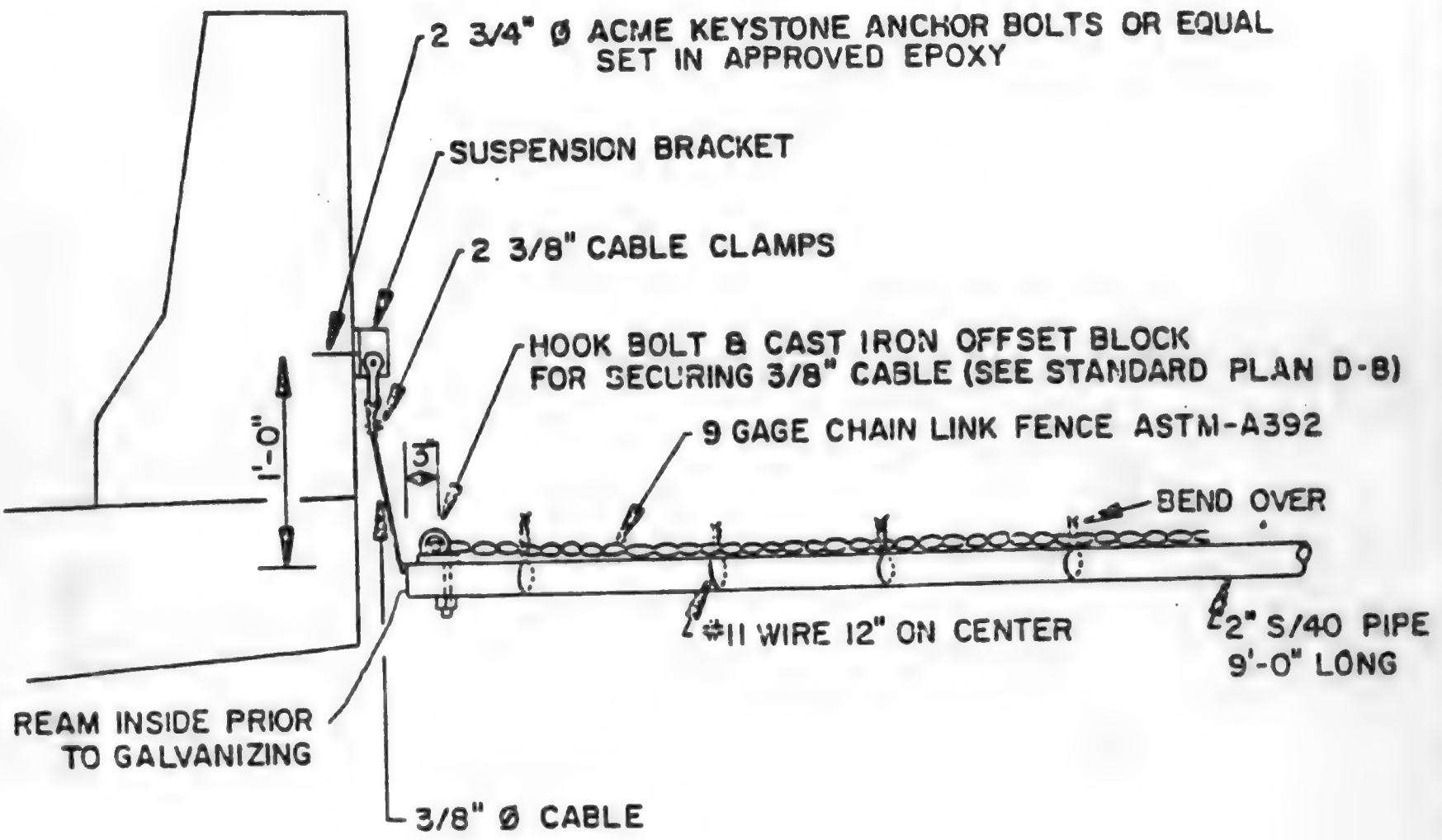



## ELEVATION

NOTE:

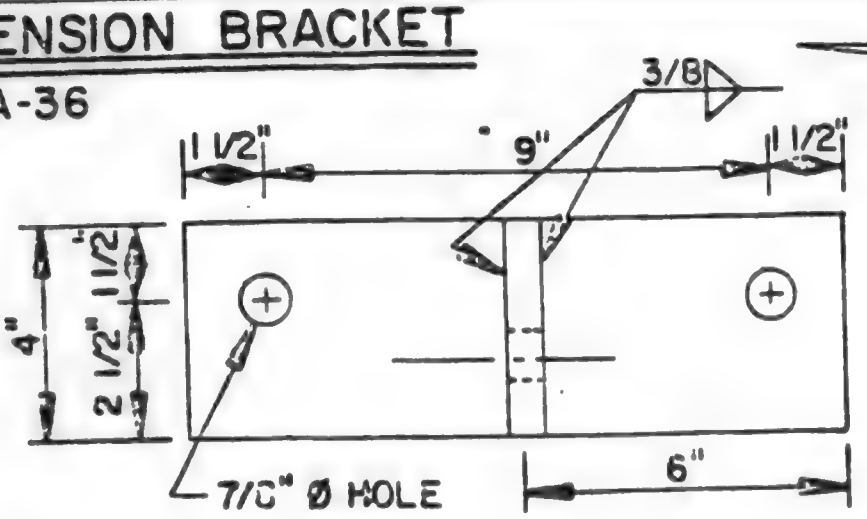
OTHER METHODS OF POSITIVE RESTRAINT MAY BE SUBMITTED FOR APPROVAL. THE FABRIC RESTRAINTS MUST HAVE THE SAME STRENGTH AS THE CHAIN LINK FABRIC.

2332
C.O.
Sht 4 of
2/5

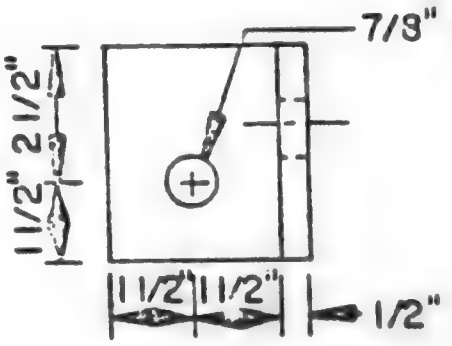



## SUSPENSION BRACKET

ASTM A-36

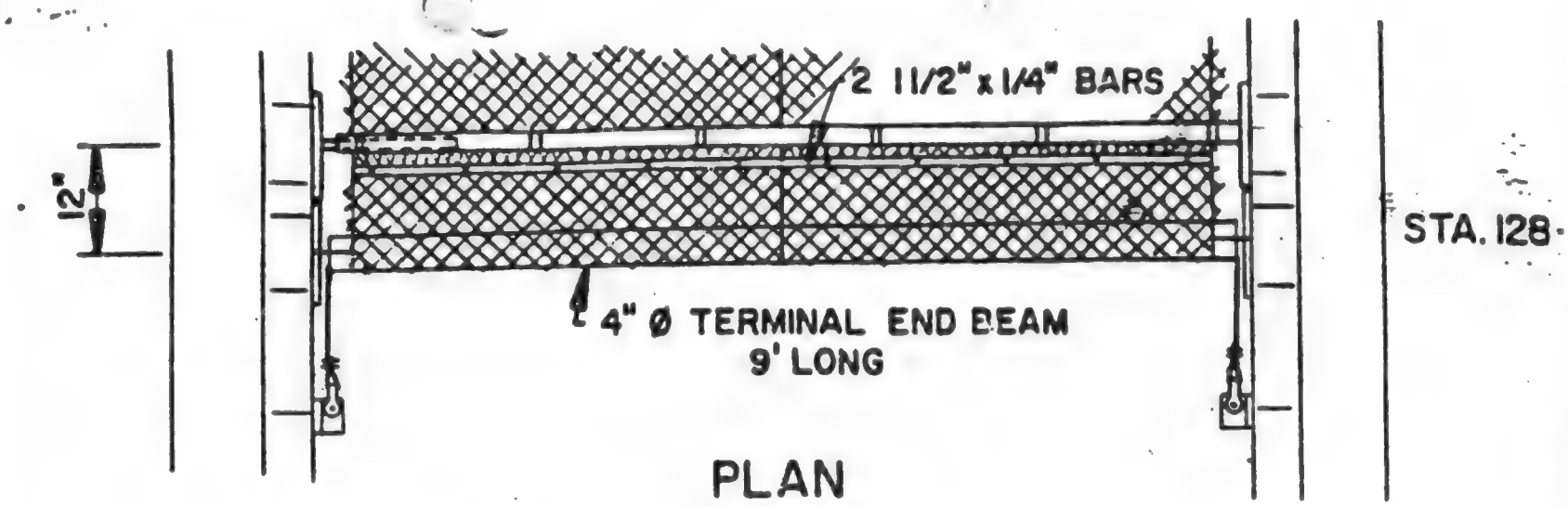



FRONT VIEW

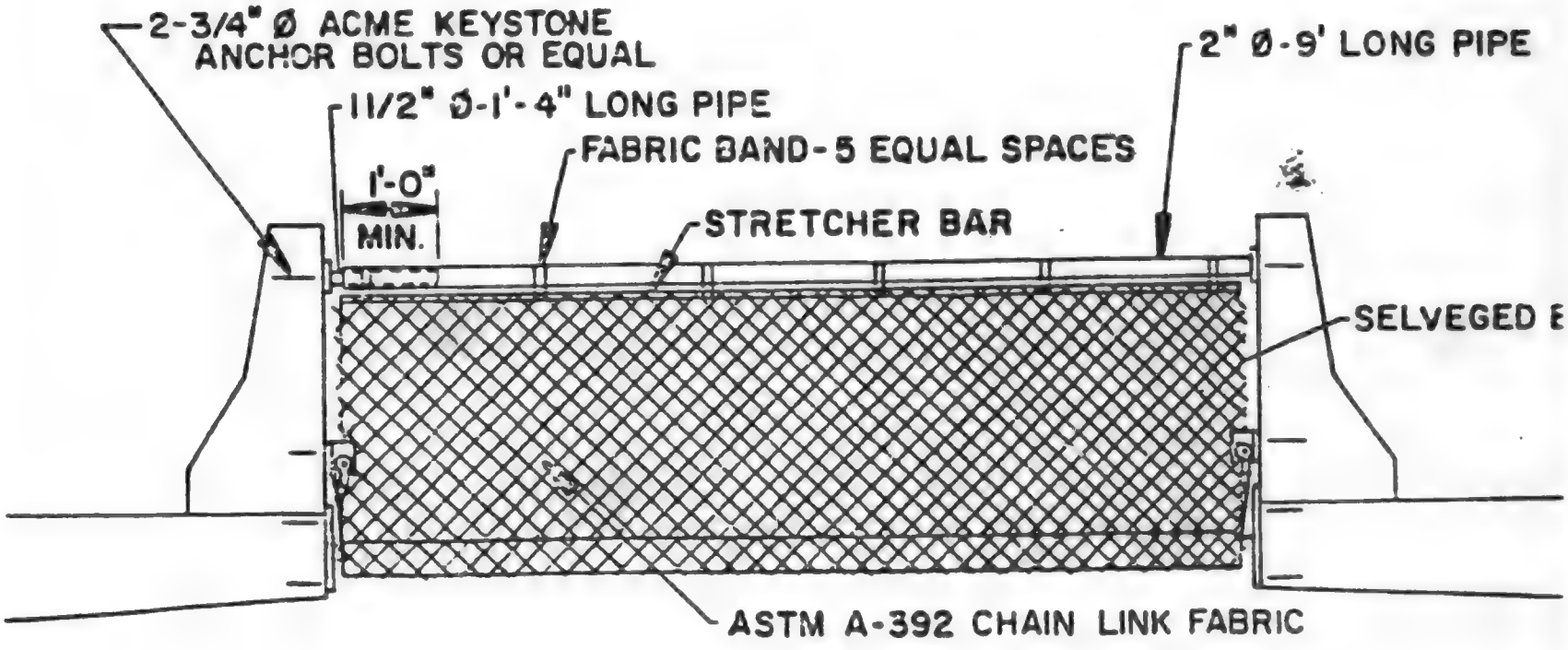



SIDE VIEW

2332
C.O. No.
Sht 5 of
3/5

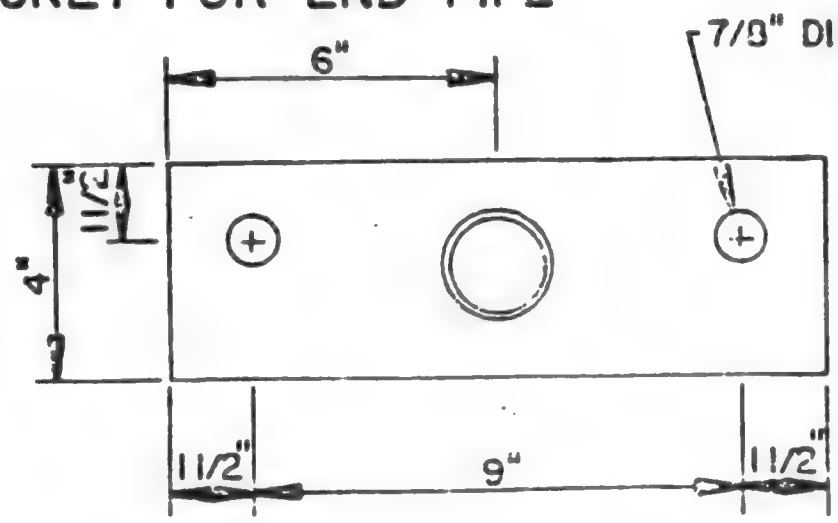



PLAN



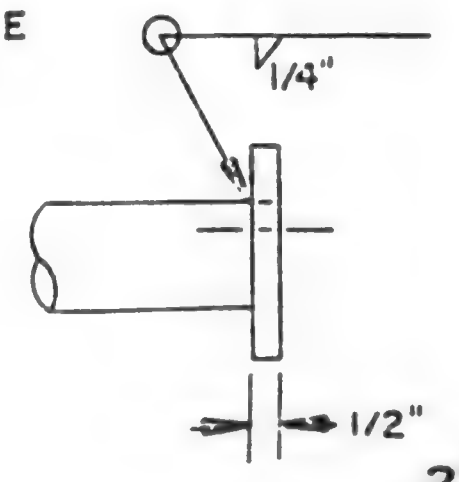

ELEVATION

BRACKET FOR END PIPE




B-7

FRONT VIEW




SIDE VIEW

2337
C.O. #
SHEET
4/5

# NOTES

1. ALL MATERIAL AND WORK SHALL BE IN ACCORDANCE WITH REQUIREMENTS OF THE STATE OF WASHINGTON DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE DATED 1980.

2. ALL PARTS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A123 AFTER FABRICATION.

2332.
C.O. #4
Sht 7 of 7
5/5

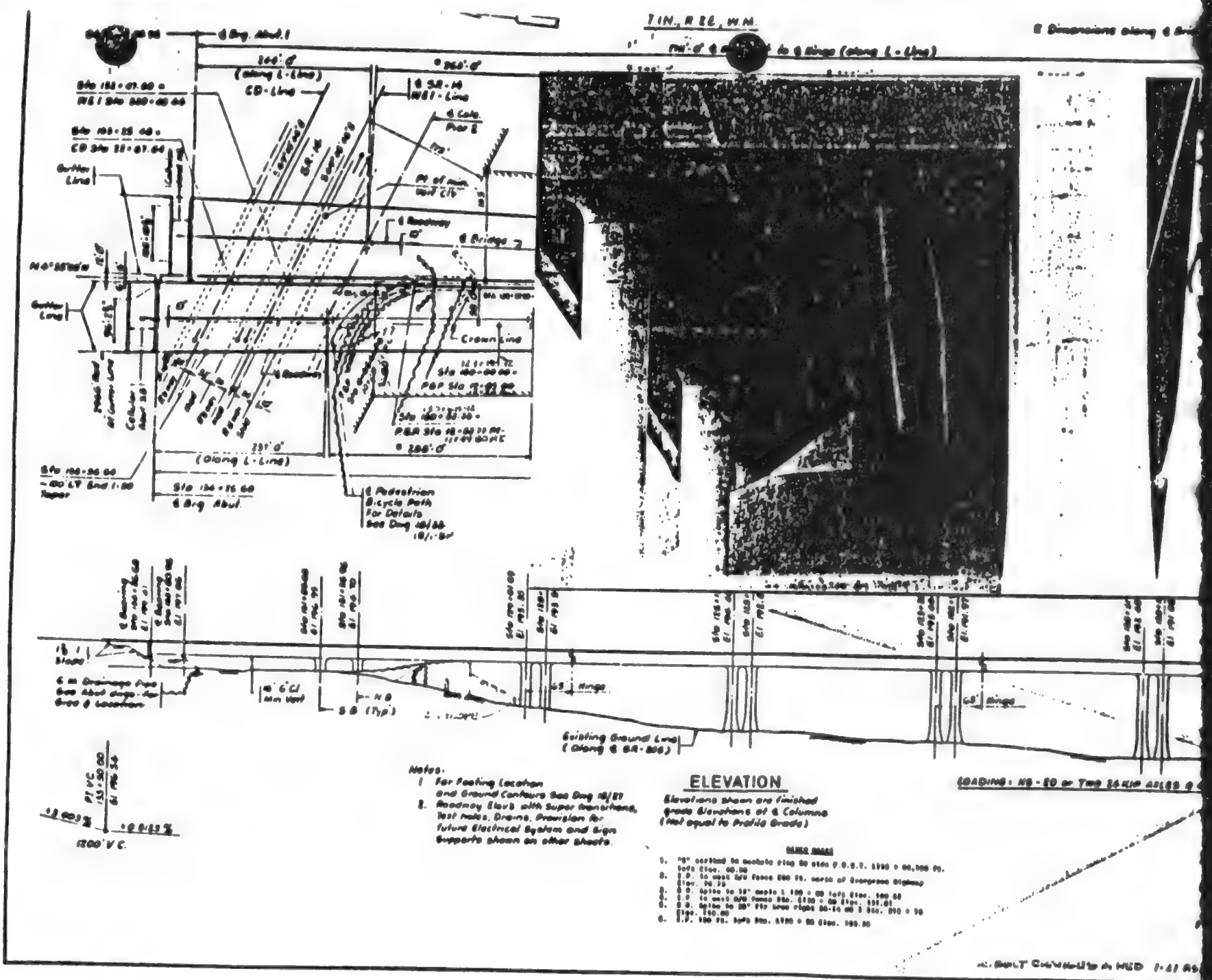
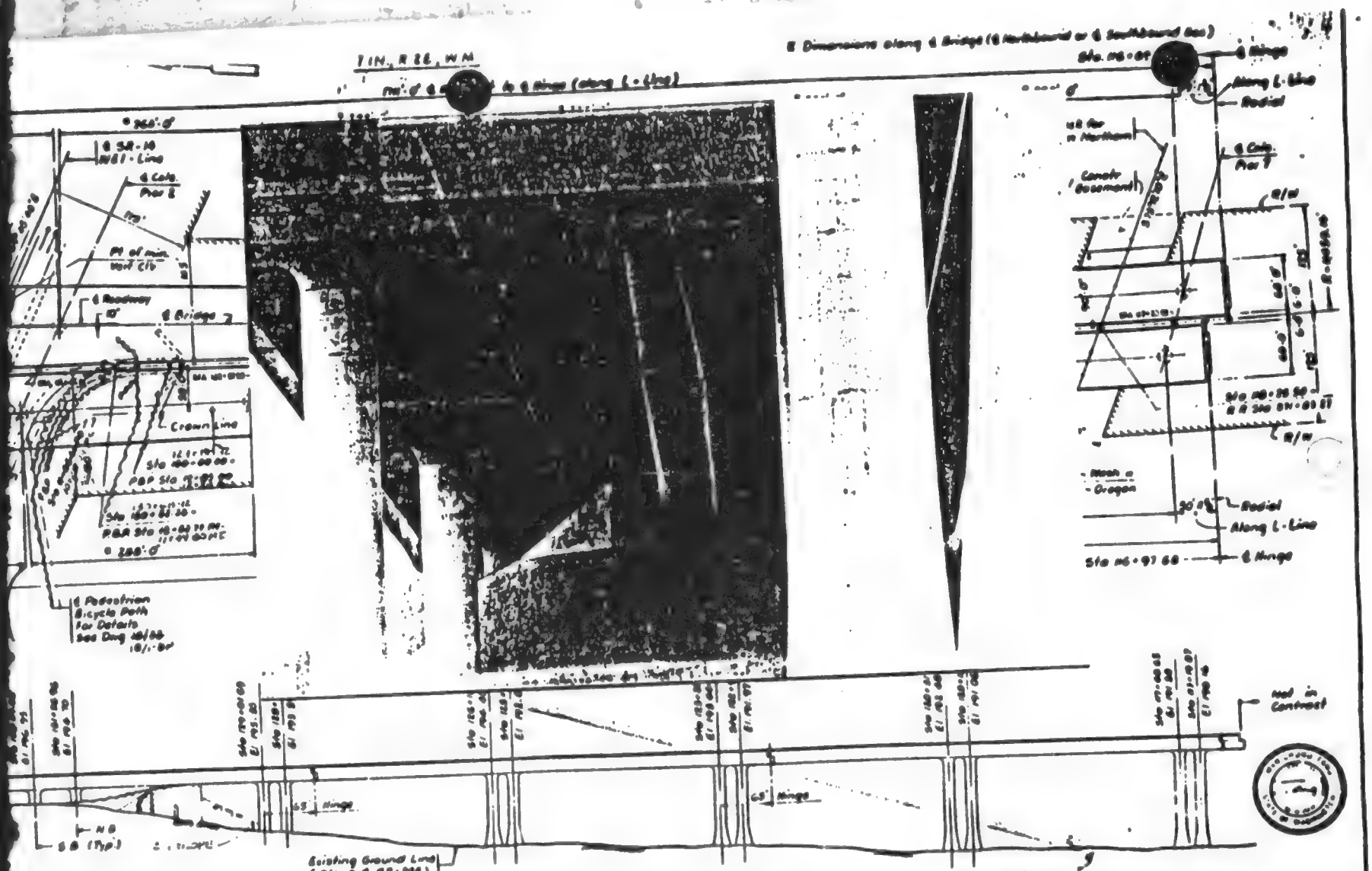

T 1N., R 2E., W.M.
℄ Brg. Abut. 1
℄ Pedestrian Bicycle Path
℄ Bridge 2
Crown Line
℄ Brg. Abut. 2
Existing Ground Line
(Along ℄ SR-526)
Notes:
1. For Footing Location and Ground Contours See Dwg 18/27
2. Roadway Elevs. with Superelevations, Test Holes, Drains, Provision for future Electrical System and Sign Supports shown on other Sheets.
ELEVATION
Elevations shown are finished grade Elevations of ℄ Columns (not equal to Profile Grade)
1200' V.C.

EXHIBIT C-1




LOADING: HS-20 or TWO 24 KIP AXLES @ 6'-0" CTRS.

Notes:
1. For Footing Location and Ground Contours See Dwg 10/27
2. Roadway Elevs with Super Transitions, Test holes, Drains, Provision for future Electrical System and Sign Supports shown on other sheets

## ELEVATION

Elevations shown are finished grade elevations at ℄ Columns (Not equal to Profile Grade)

| | |
|---|---|
| a. | ℄ Roadway to outside slope SB Elev 0.0 S.F. Elev = 86.100 Ft. Left Elev. 80.00 |
| b. | S.F. to west end Conc Fence 200 Ft. north of Evergreen Highway Elev 70.75 |
| c. | ℄ R. Spline to 10' north L 100 = 80 Left Elev. 100.00 |
| d. | ℄ R. to west end Conc Fence Elev. 6100 = 80 Elev. 121.00 |
| e. | ℄ R. Spline to 30' Rt. of Base right 84-16 00 1 Elev. 010 = 10 Elev. 130.00 |
| f. | S.F. 100 Ft. left Elev. 6100 = 80 Elev. 100.00 |

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

COLUMBIA RIVER BRIDGE, WASHINGTON APPROACH

Dyckerhoff & Widmann Inc.

GENERAL PLAN, ELEVATION & NOTES

AS BUILT CHANGES IN RED 1-21-69

EXHIBIT C-1

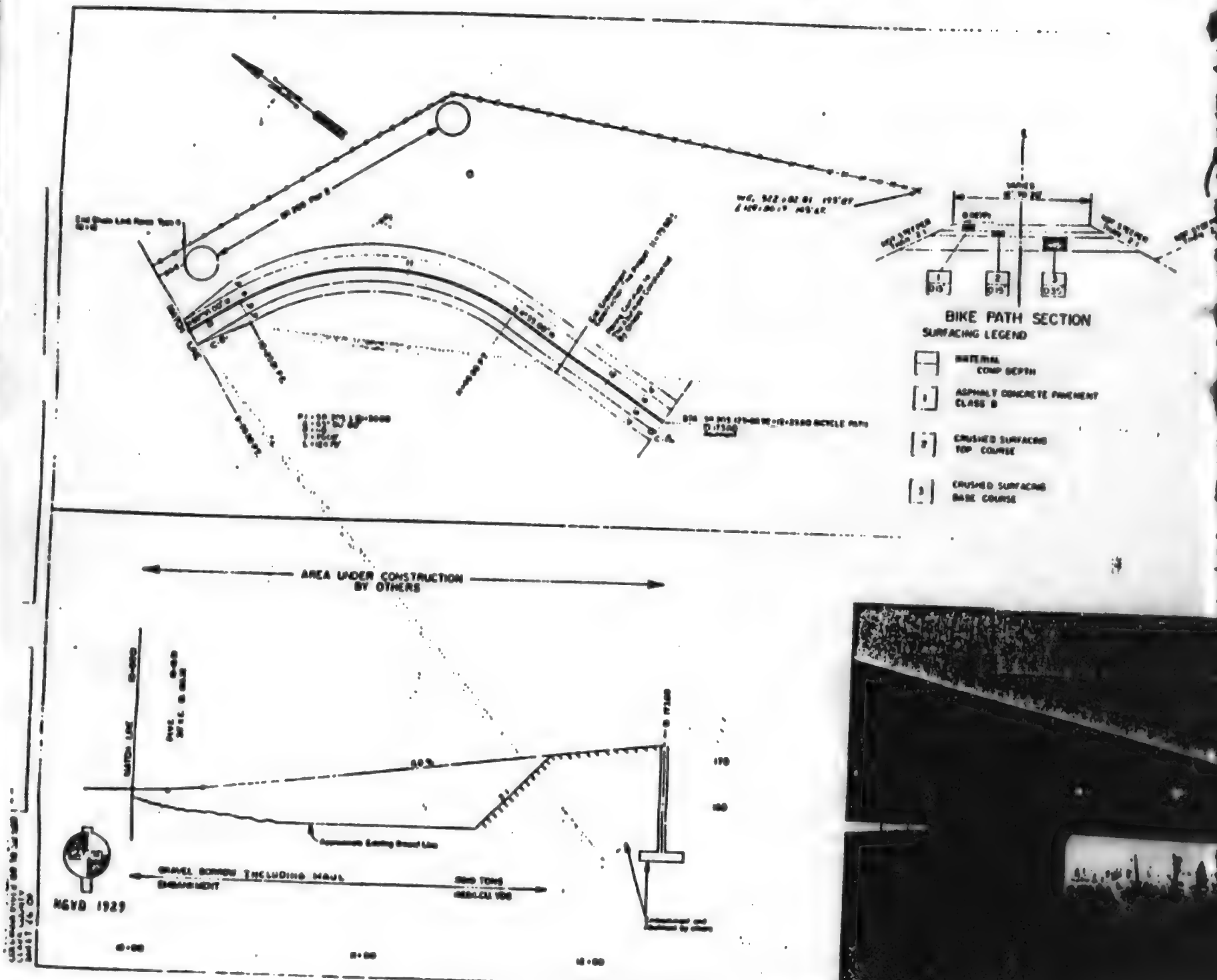
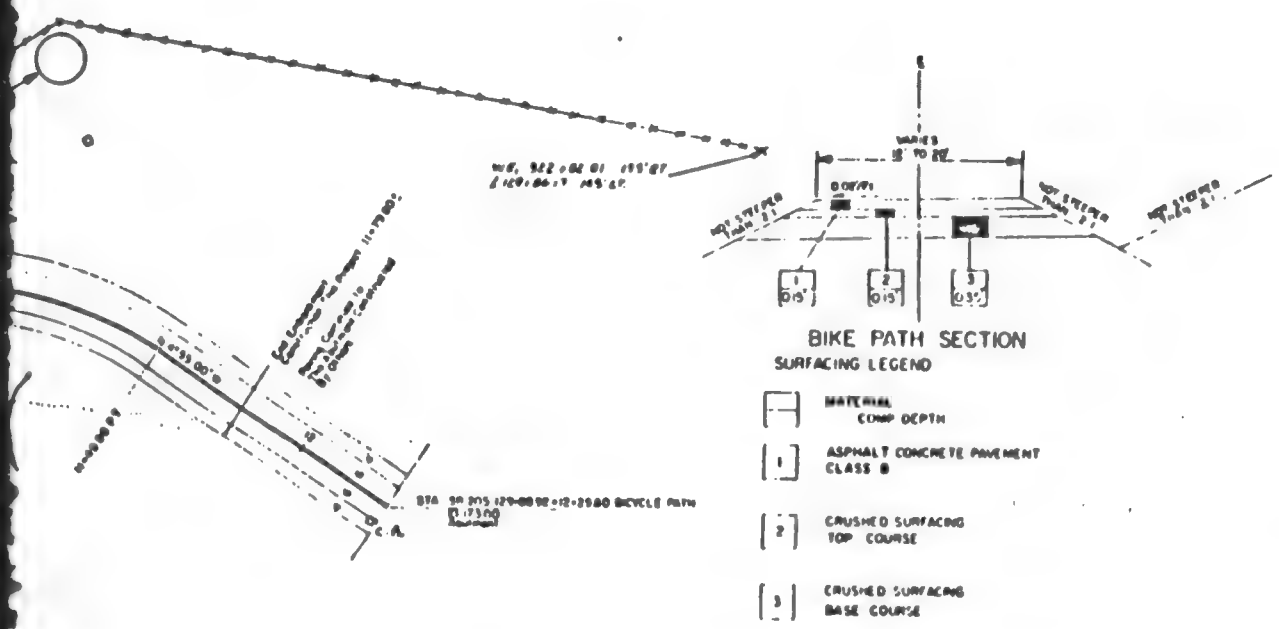

BIKE PATH SECTION
SURFACING LEGEND
ASPHALT CONCRETE PAVEMENT CLASS B
CRUSHED SURFACING TOP COURSE
CRUSHED SURFACING BASE COURSE
AREA UNDER CONSTRUCTION BY OTHERS
MATCH LINE
NGVD 1929

EXHIBIT C-2

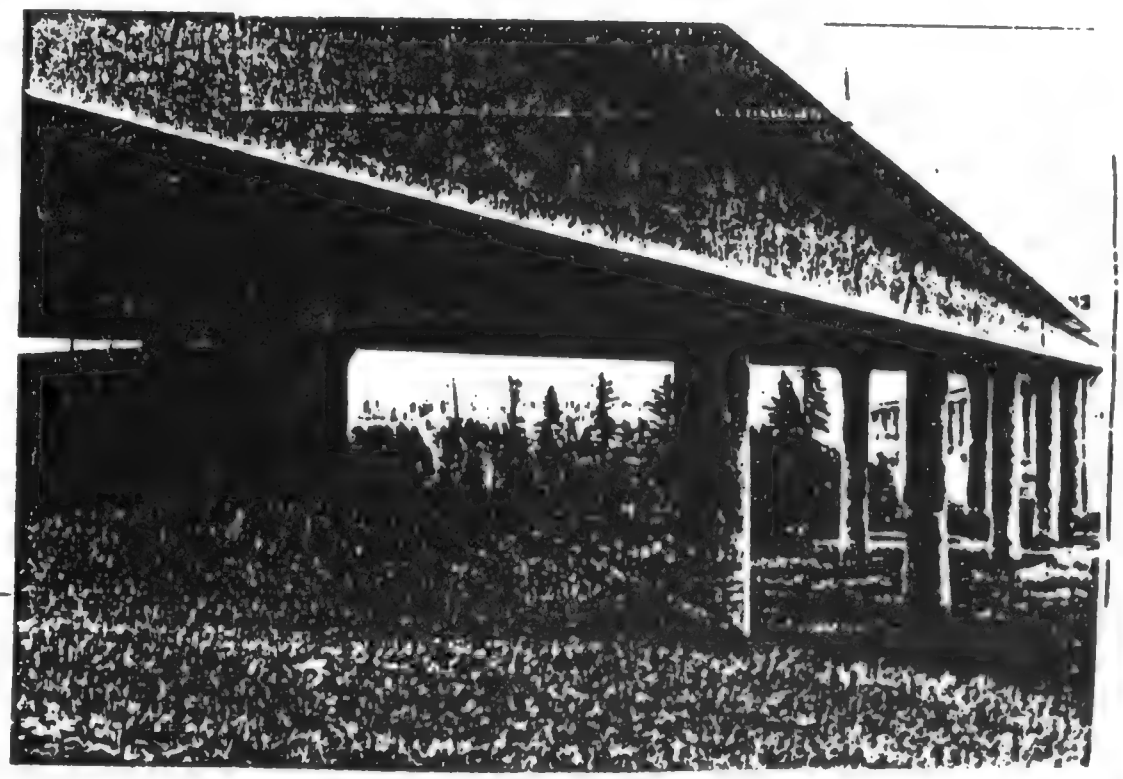



FOR "AS CONSTRUCTED PLANS" ONLY

SR 205
COLUMBIA RIVER BRIDGE TO SR 500
CLARK COUNTY

BIKE PATH PLANS AND PROFILES

25 of 52



C-2

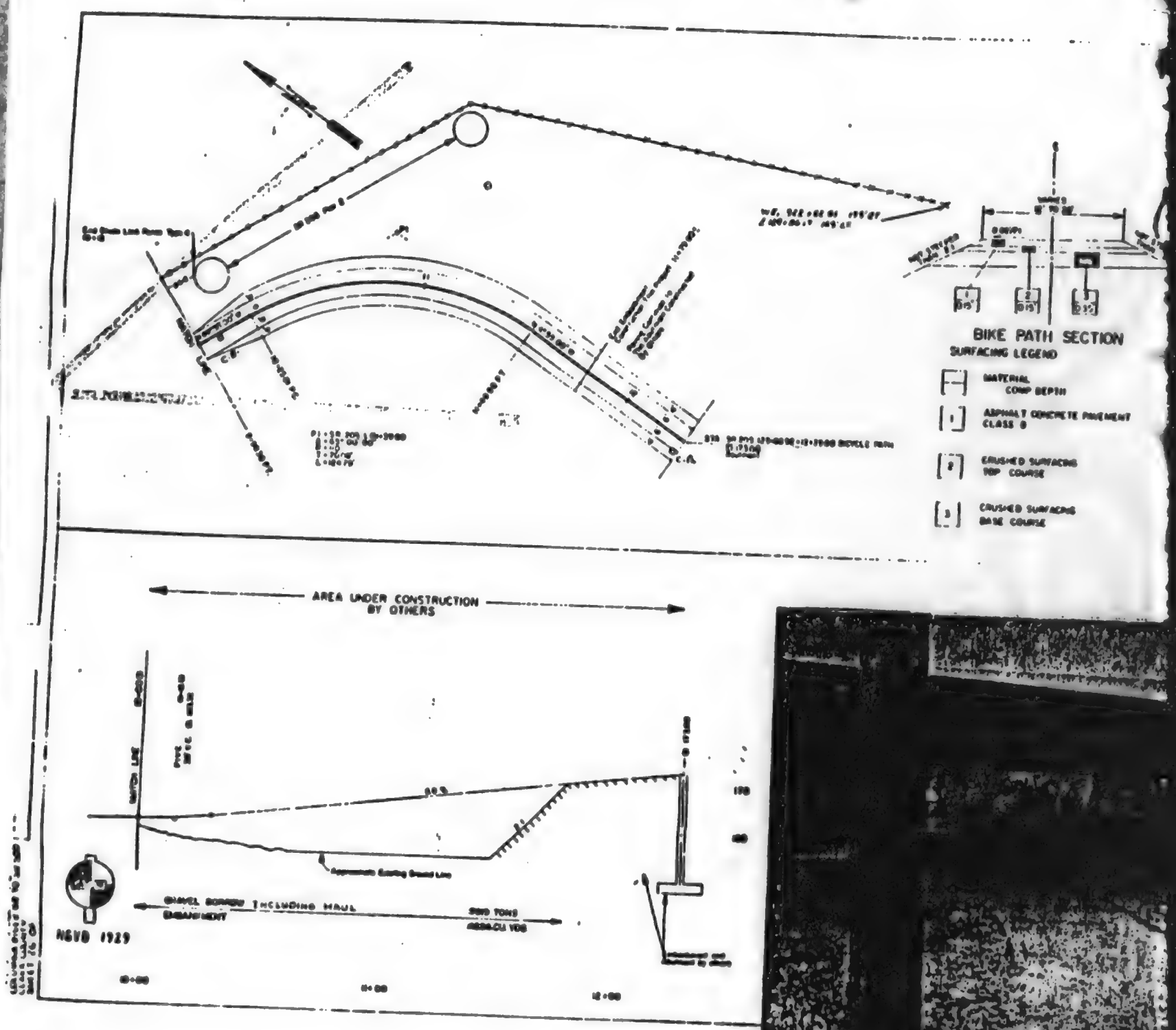
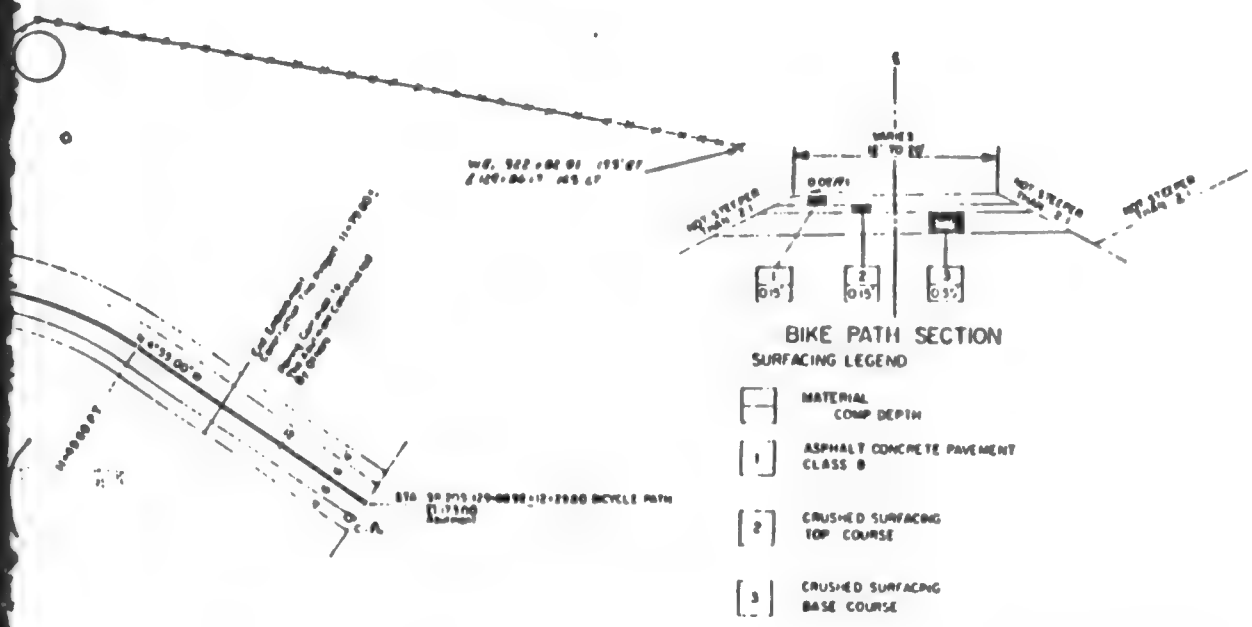

BIKE PATH SECTION
SURFACING LEGEND
MATERIAL
COMP DEPTH
ASPHALT CONCRETE PAVEMENT
CLASS B
CRUSHED SURFACING
TOP COURSE
CRUSHED SURFACING
BASE COURSE
AREA UNDER CONSTRUCTION
BY OTHERS
NGVD 1929

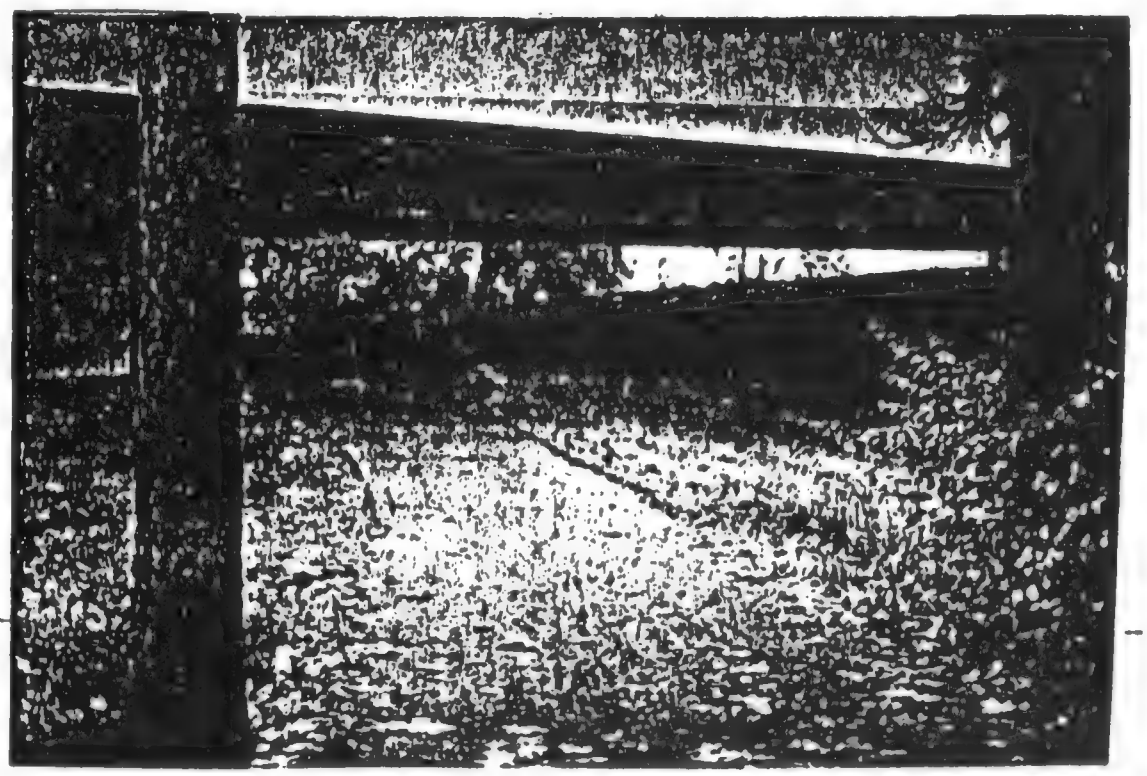
EXHIBIT C-3



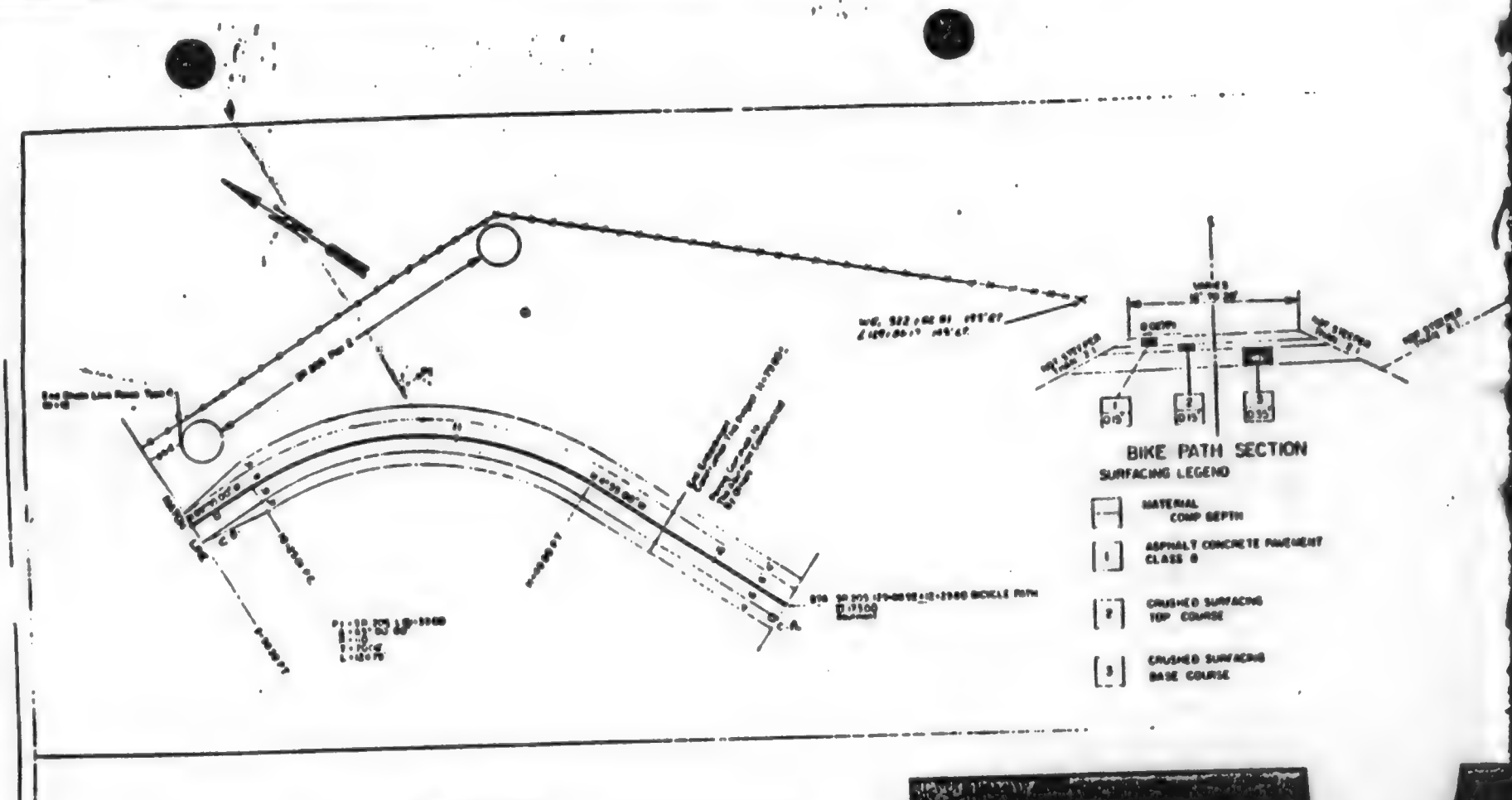

FOR "AS CONSTRUCTED PLANS" ONLY

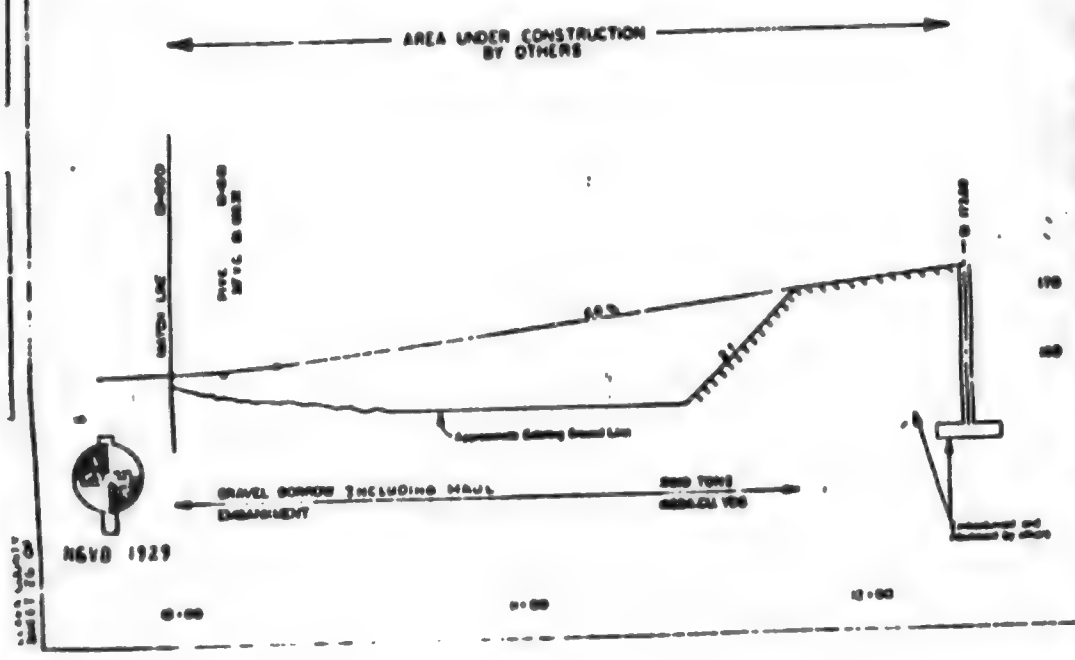
SR 205
COLUMBIA RIVER BRIDGE TO SR 500
CLARK COUNTY

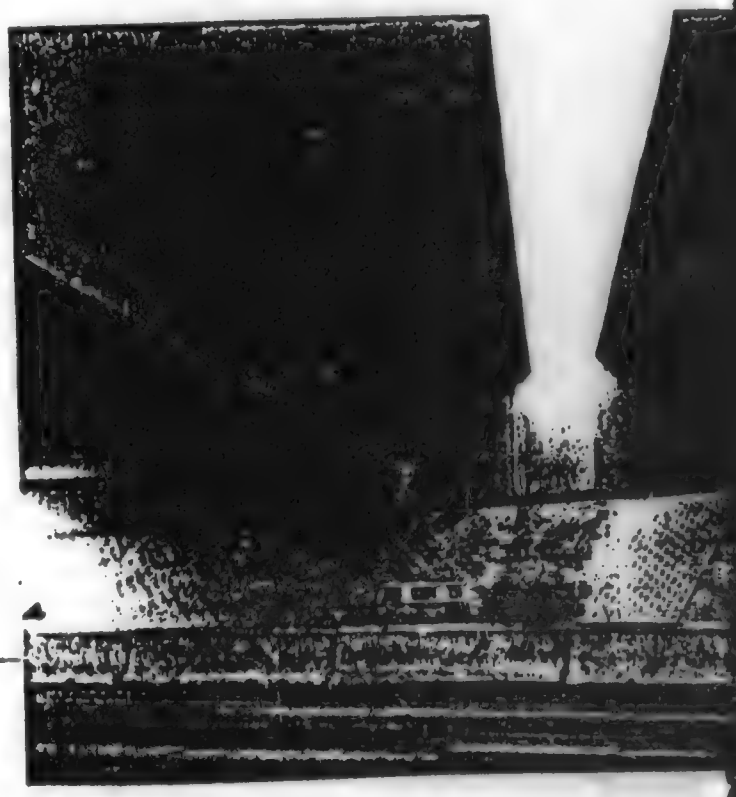
BIKE PATH PLANS
AND PROFILES

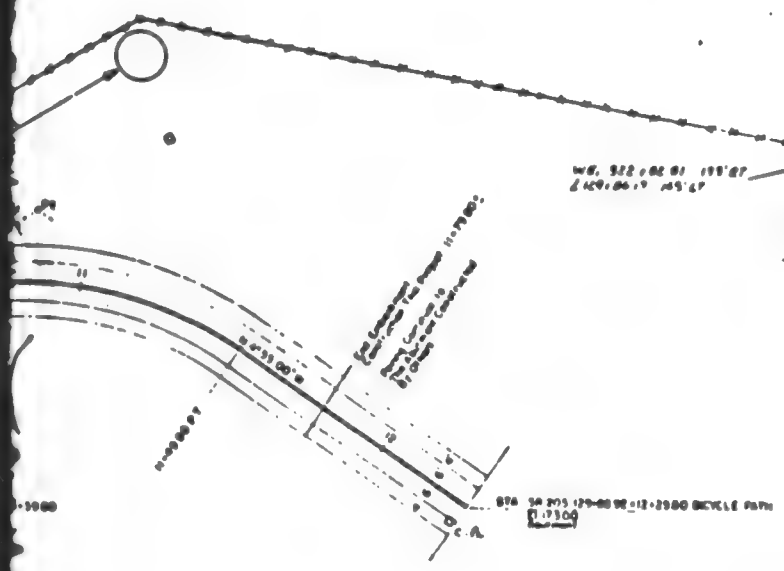


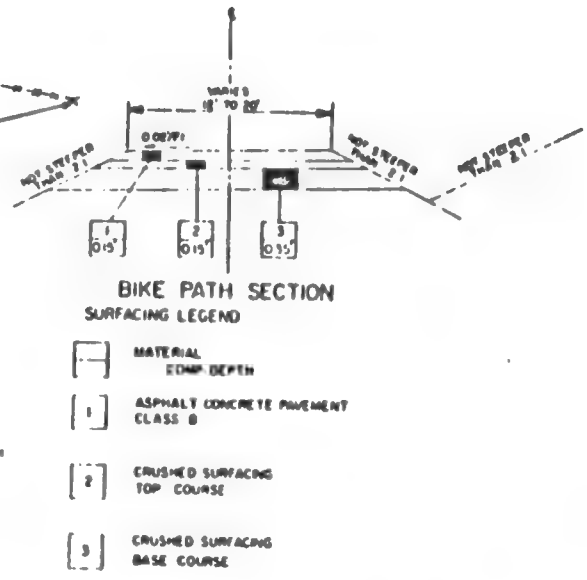
-3


BIKE PATH SECTION
SURFACING LEGEND
MATERIAL
COMP DEPTH
ASPHALT CONCRETE PAVEMENT
CLASS B
CRUSHED SURFACING
TOP COURSE
CRUSHED SURFACING
BASE COURSE


AREA UNDER CONSTRUCTION
BY OTHERS
NGVD 1929



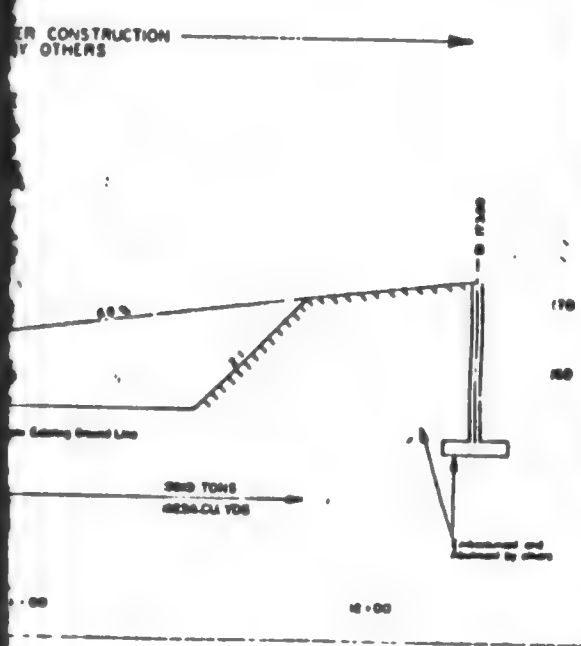


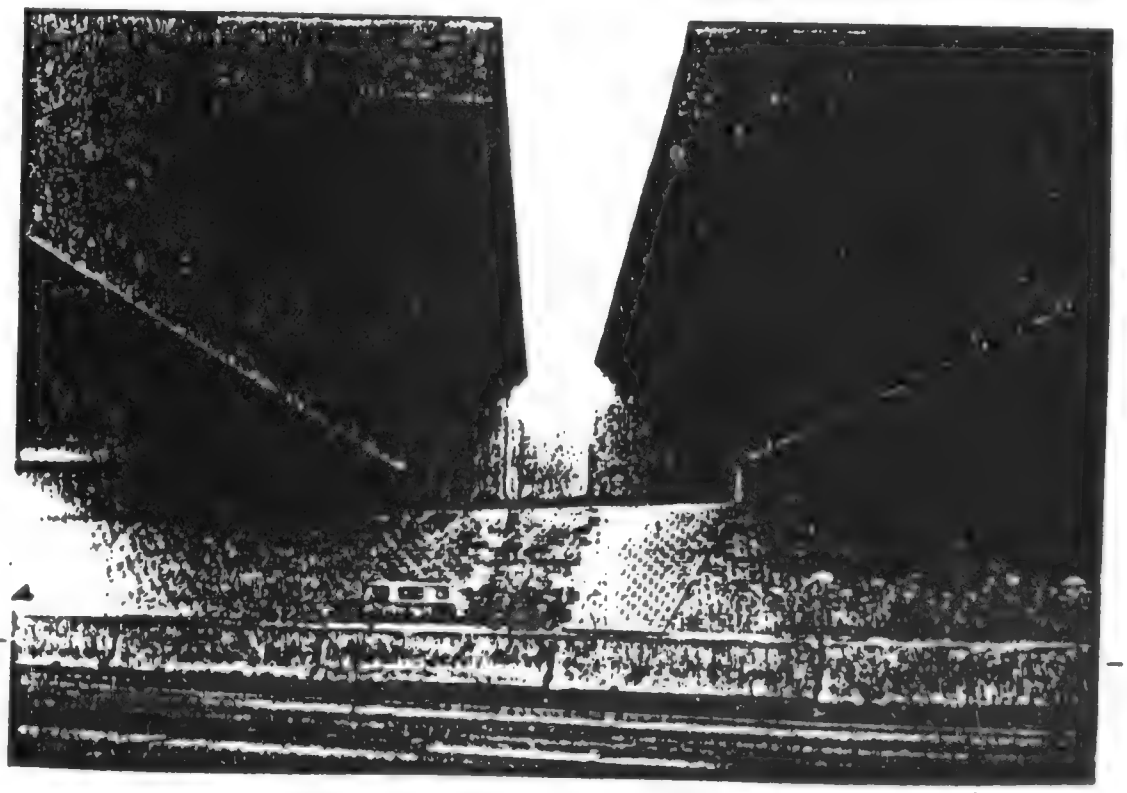



FOR "AS CONSTRUCTED PLANS" ONLY

SR 500
COLUMBIA RIVER BRIDGE TO SR 500
CLARK COUNTY

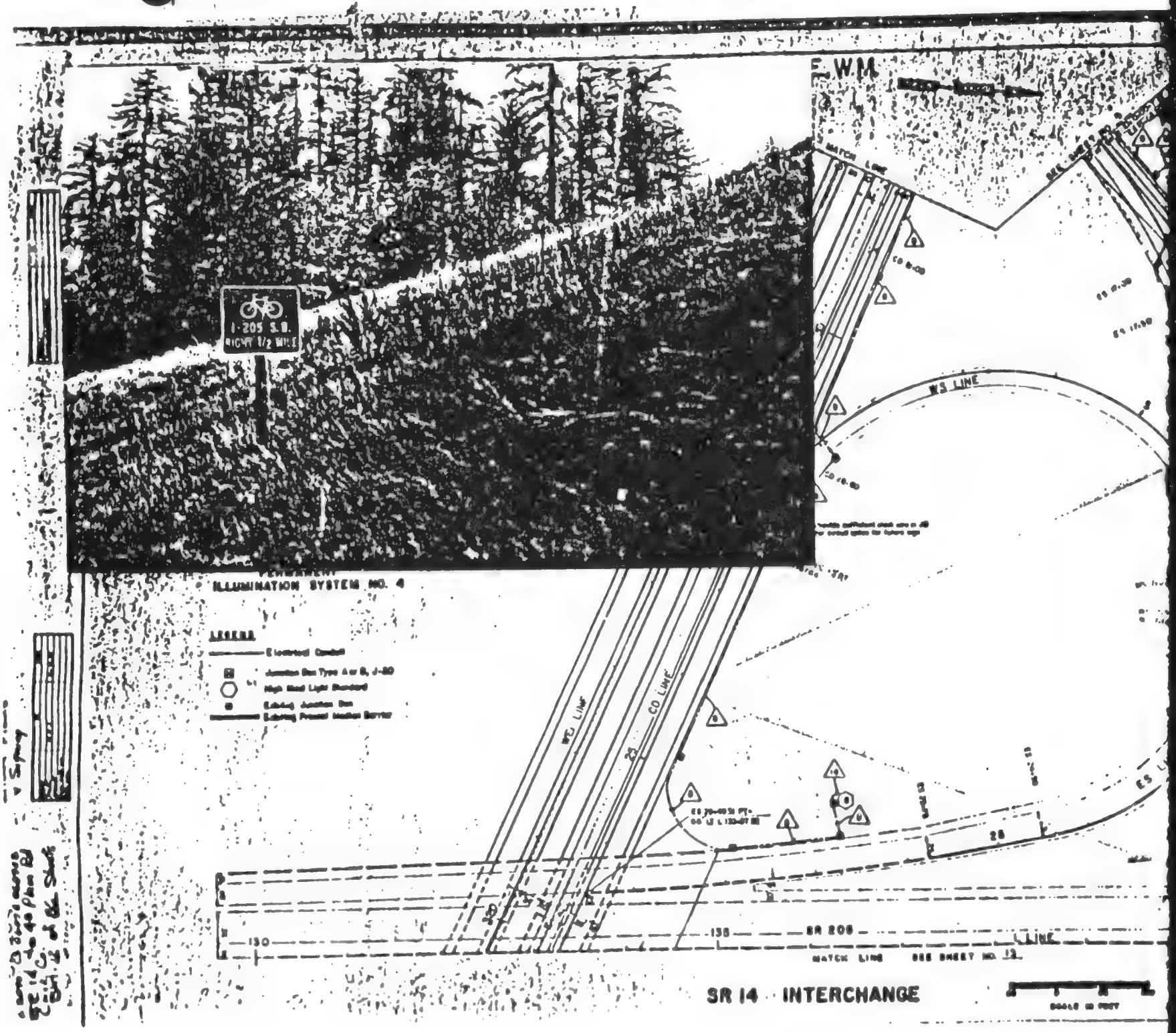
BIKE PATH PLANS
AND PROFILES



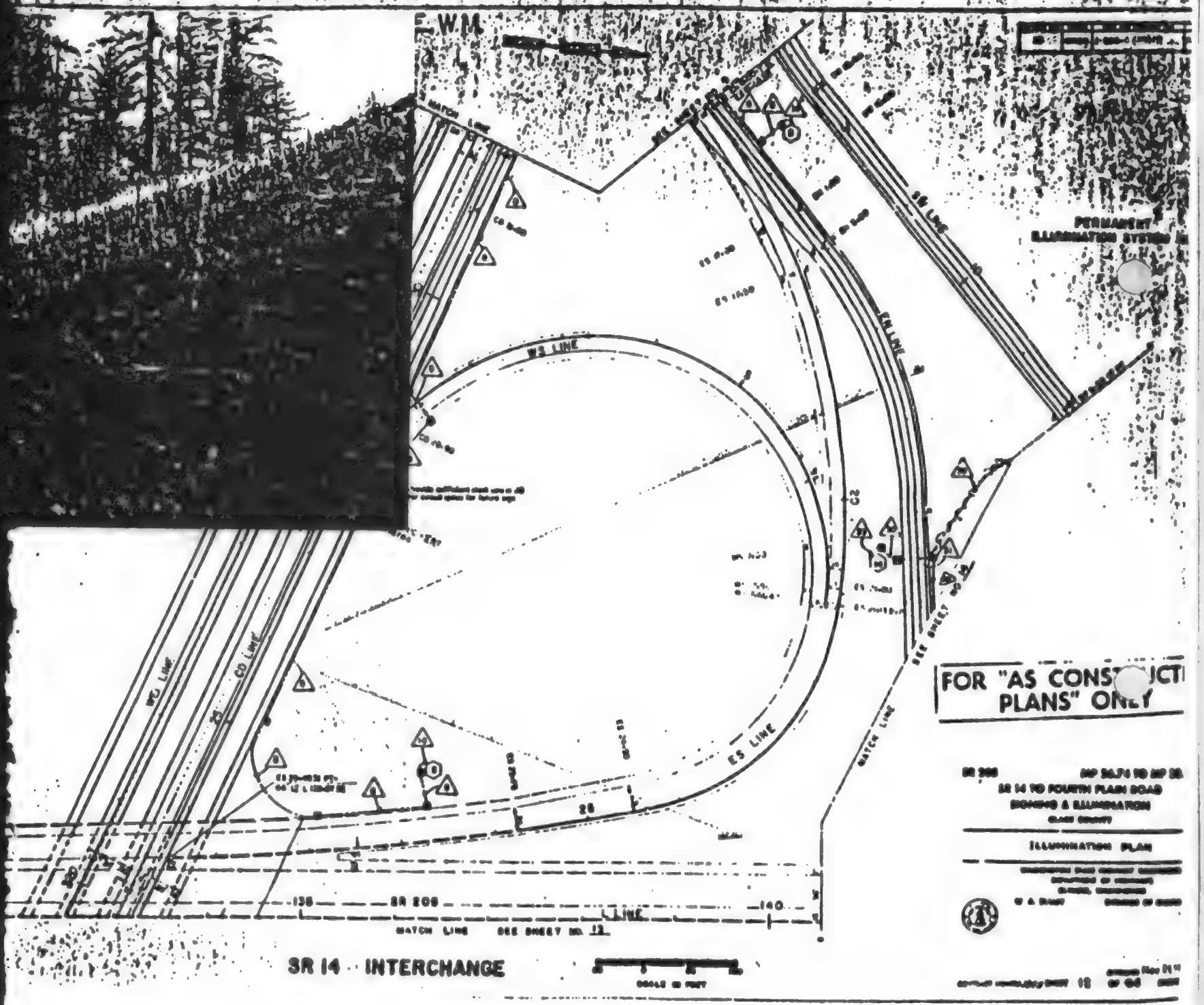


C-4

I-205 S.B.
RIGHT 1/2 MILE

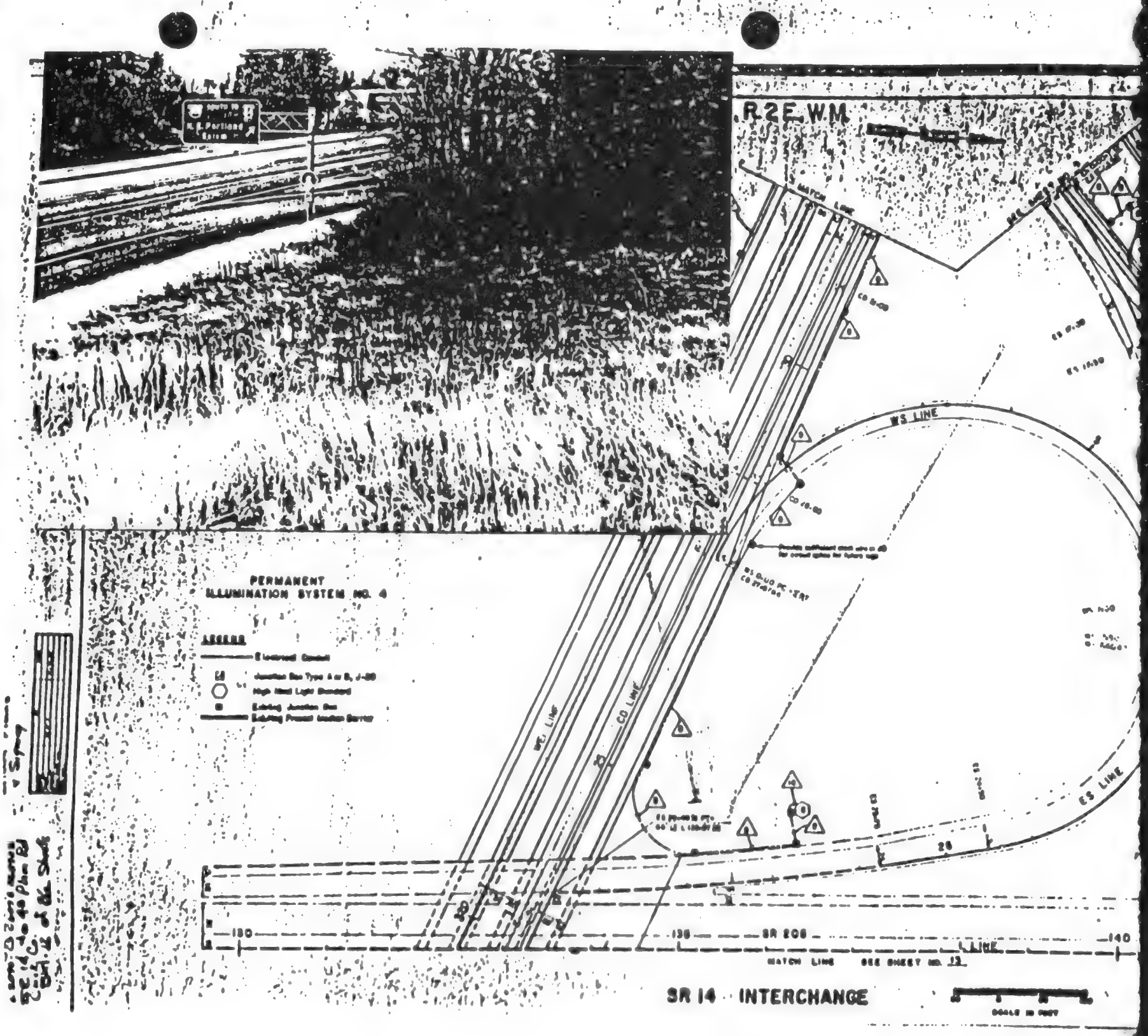

E.W.M
MATCH LINE
WS LINE
PERMANENT
ILLUMINATION SYSTEM NO. 4
LEGEND
Electrical Conduit
High Mast Light Standard
Existing Junction Box
Existing Precast Median Barrier
WB LINE
CO LINE
28
130
138
SR 205
MATCH LINE
SEE SHEET NO. 13
SR 14 - INTERCHANGE

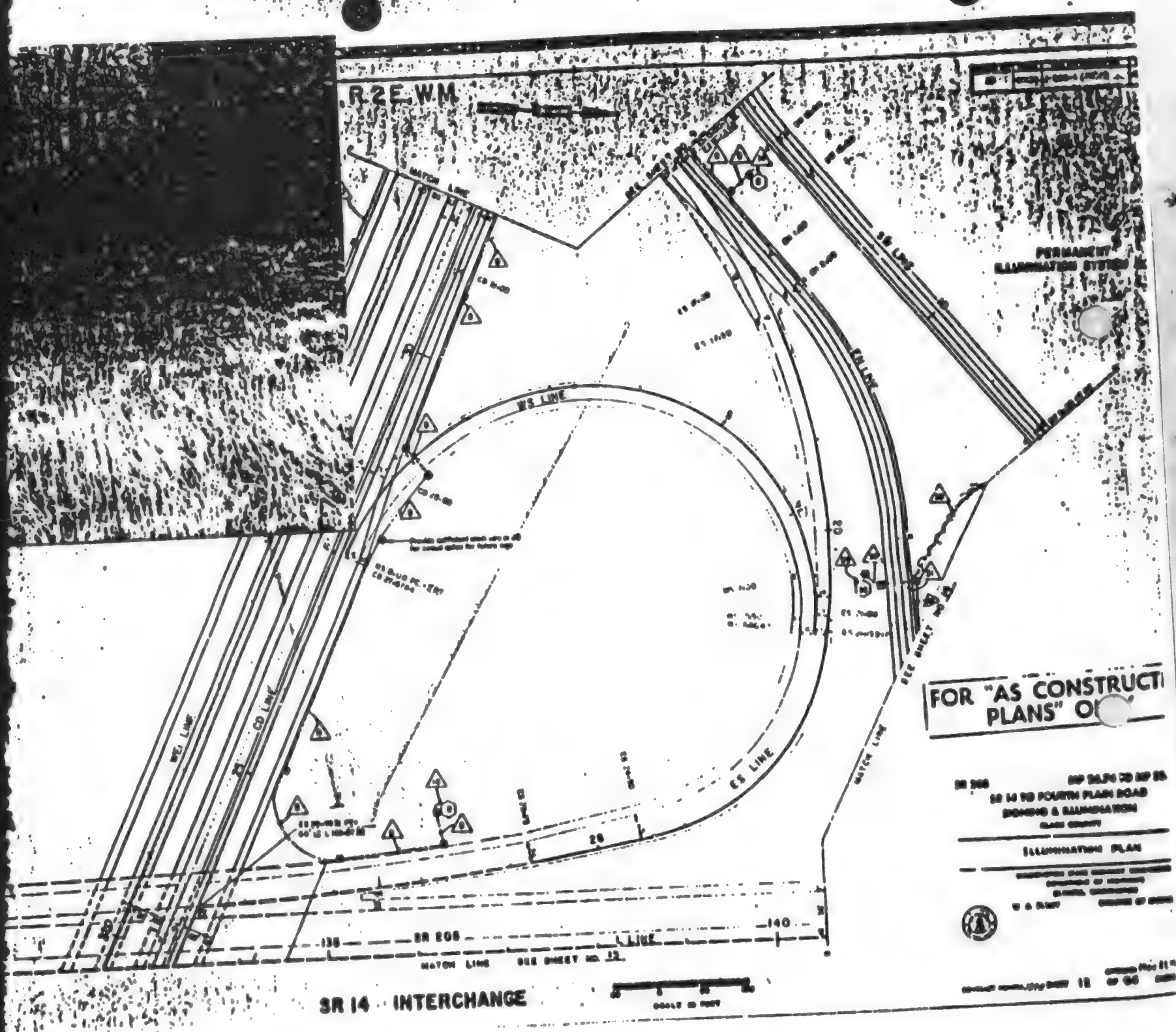
C-5




SR 14 - INTERCHANGE

C-5

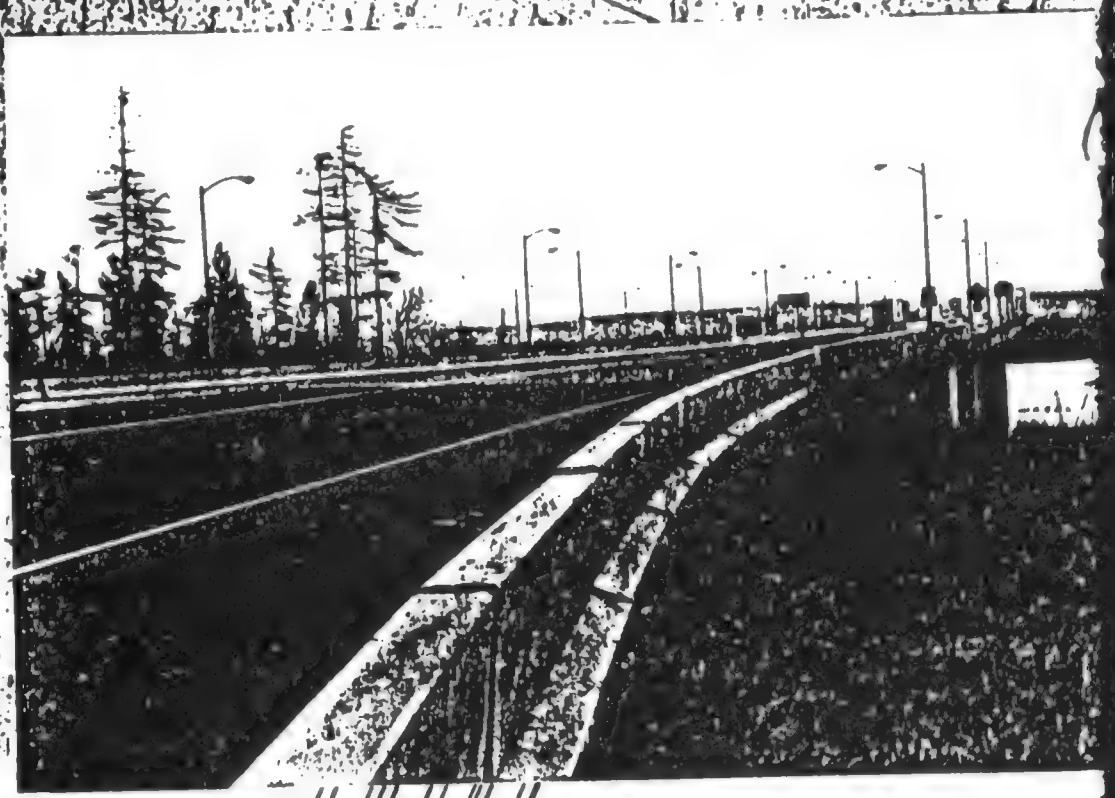

R2E WM
MATCH LINE
WS LINE
CO LINE
ES LINE
PERMANENT
ILLUMINATION SYSTEM NO. 4
LEGEND
Existing Conduit
Existing Junction Box
130
135
SR 208
140
MATCH LINE
SEE SHEET NO. 13
SR 14 - INTERCHANGE




SR 14 INTERCHANGE

C-6

T.1N.R.2E.W.M.



PERMANENT
ILLUMINATION SYSTEM

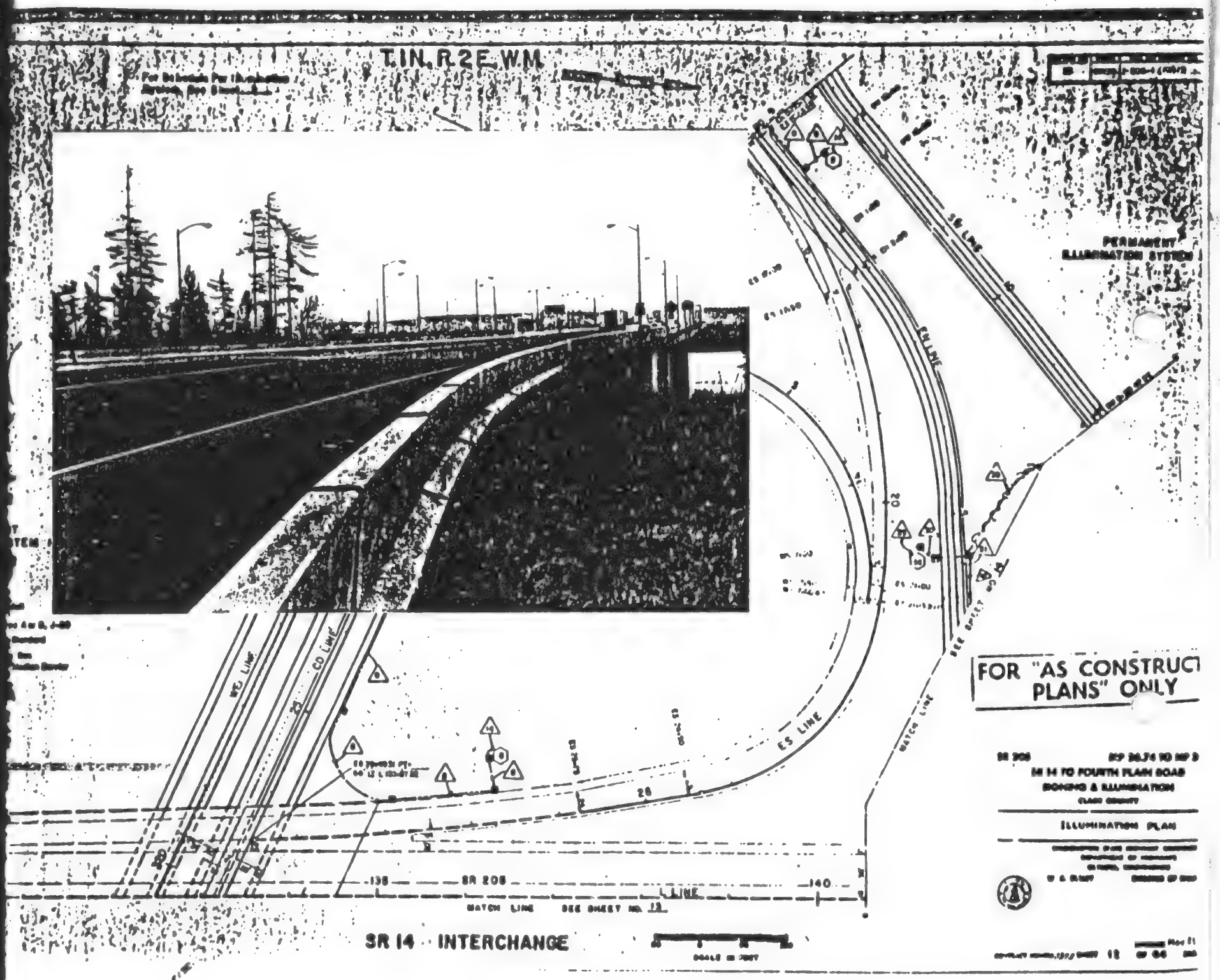
LEGEND

SR 14 - INTERCHANGE

C-7

T.1N.R.2E.W.M.






SR 14 - INTERCHANGE

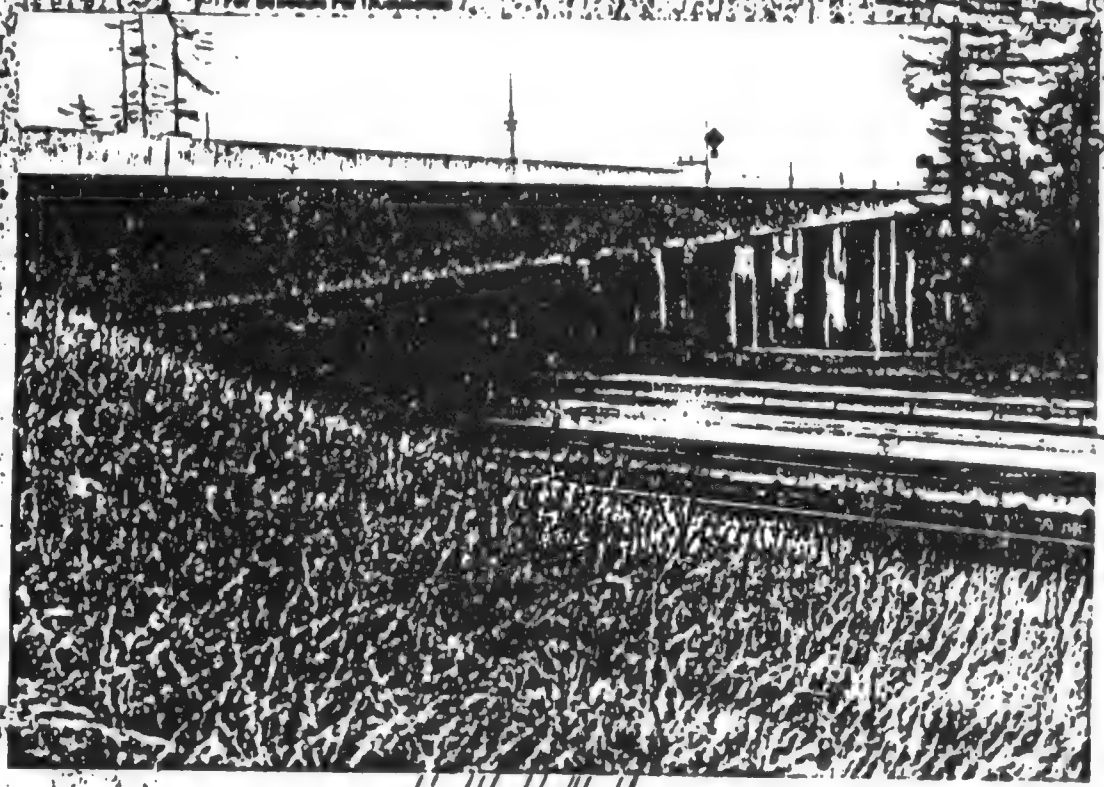
FOR "AS CONSTRUCT PLANS" ONLY

SR 205 MP 26.74 TO MP 3
M 14 TO FOURTH PLAIN ROAD
SIGNING & ILLUMINATION
CLARK COUNTY

ILLUMINATION PLAN

C-7

T.IN, R.2E, W.M.



PERMANE
ILLUMINATION S

LEGEND

Electrical Conduit

Junction Box Type A or B, J-BOX

High Mast Light Standard

Existing Junction Box

Lighting Power Source Service

WCL LINE

CD LINE

130

SR 206

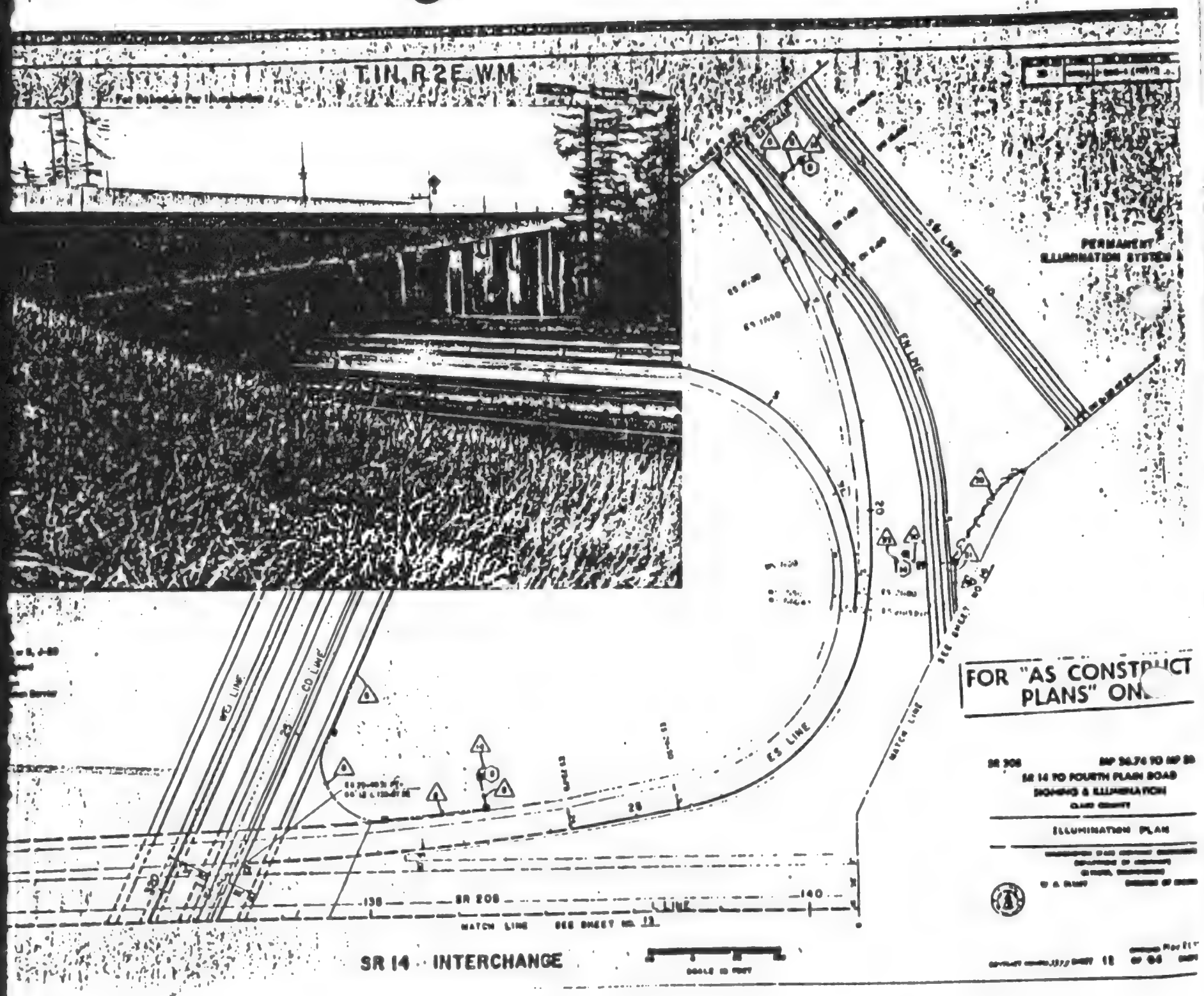
LINE

MATCH LINE SEE SHEET NO. 12

SR 14 - INTERCHANGE

SCALE IN FEET

C-8


T.1N. R.2E. W.M.
SR LINE
EM LINE
PERMANENT ILLUMINATION SYSTEM
WC LINE
CO LINE
ES LINE
MATCH LINE
SEE SHEET NO. 12
SR 205
MATCH LINE
SEE SHEET NO. 13
FOR "AS CONSTRUCT PLANS" ON
SR 205 MP 36.76 TO MP 39
SR 14 TO FOURTH PLAIN ROAD
SIGNING & ILLUMINATION
CLARK COUNTY
ILLUMINATION PLAN
SR 14 - INTERCHANGE

C-8

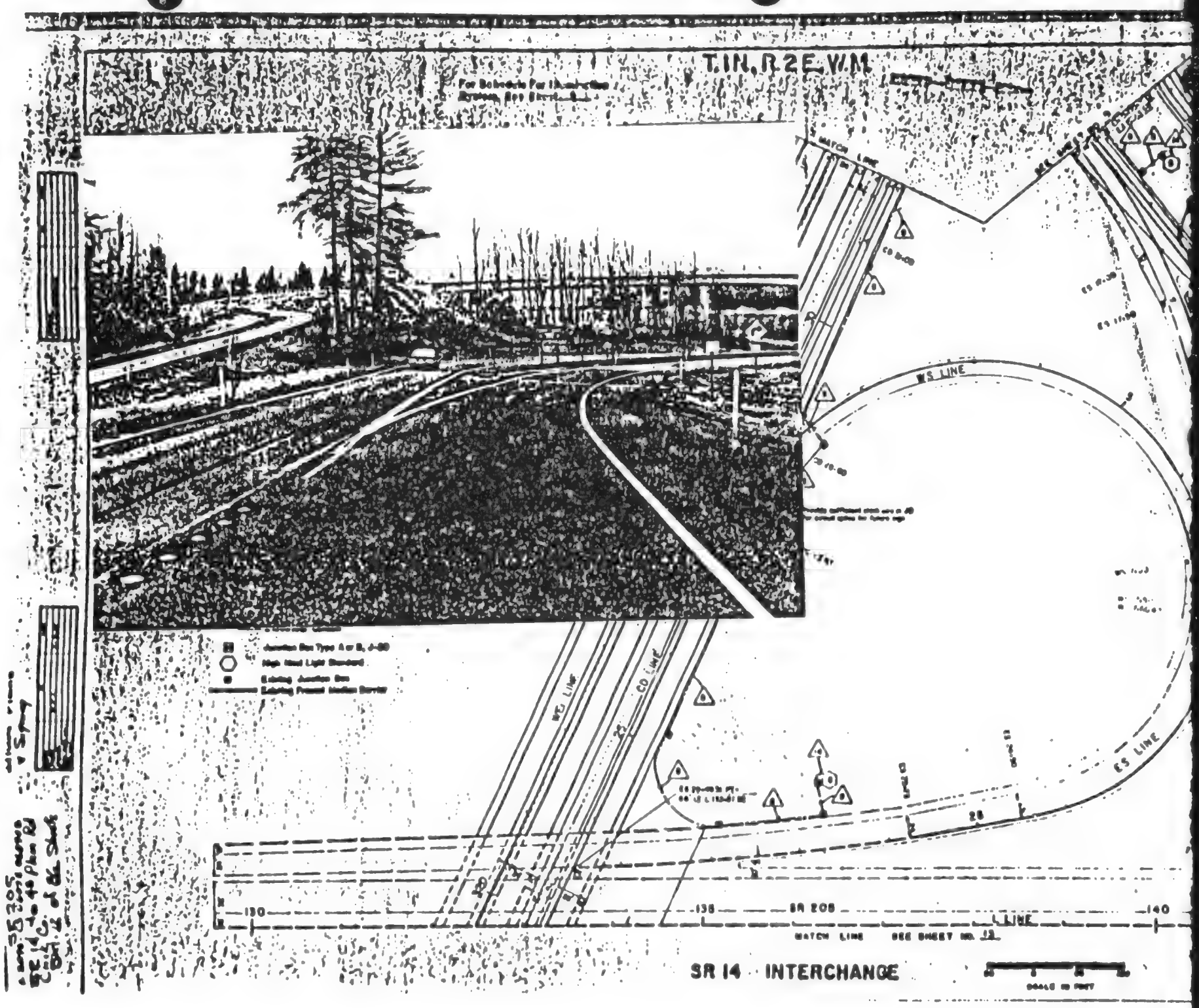
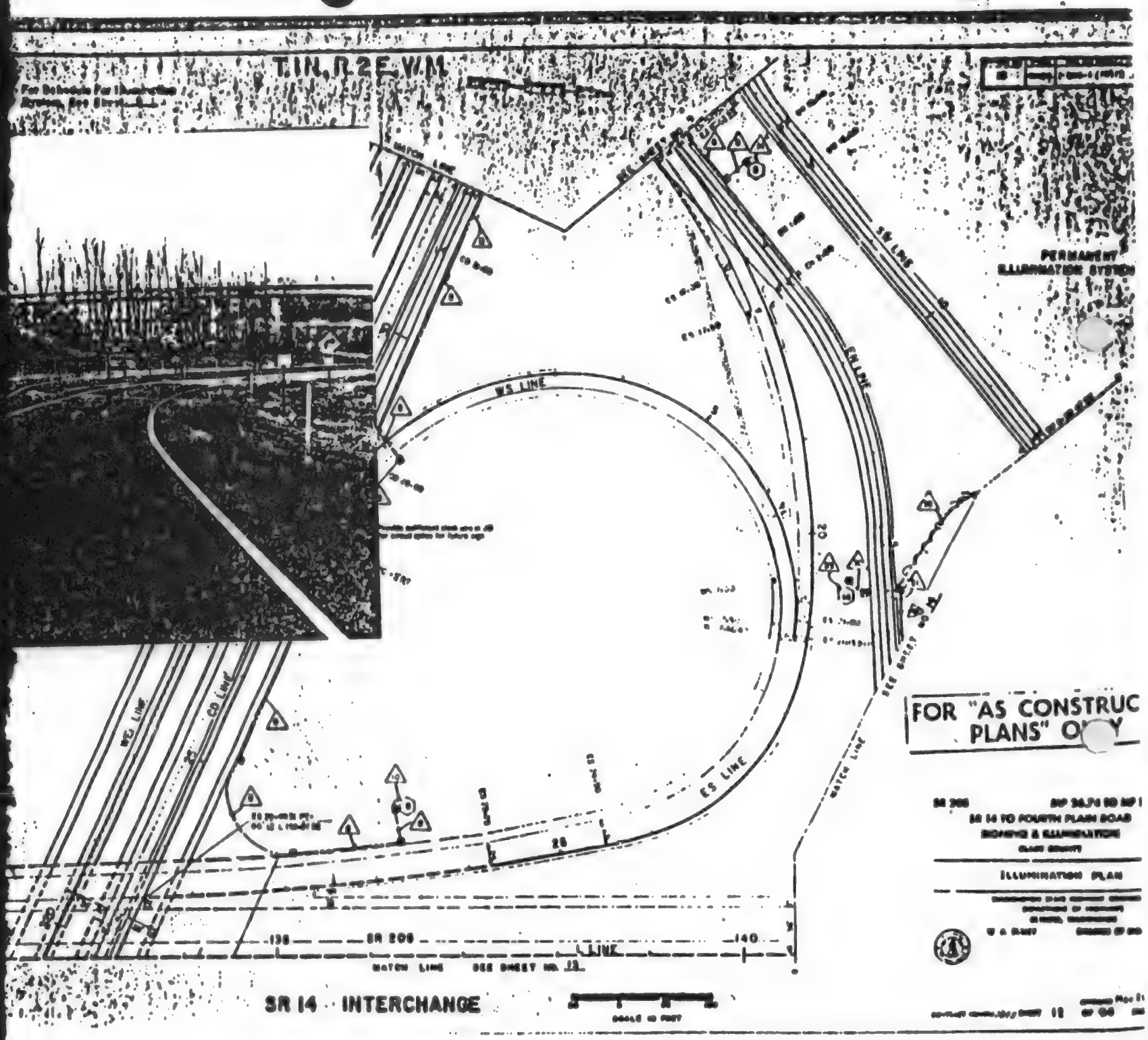
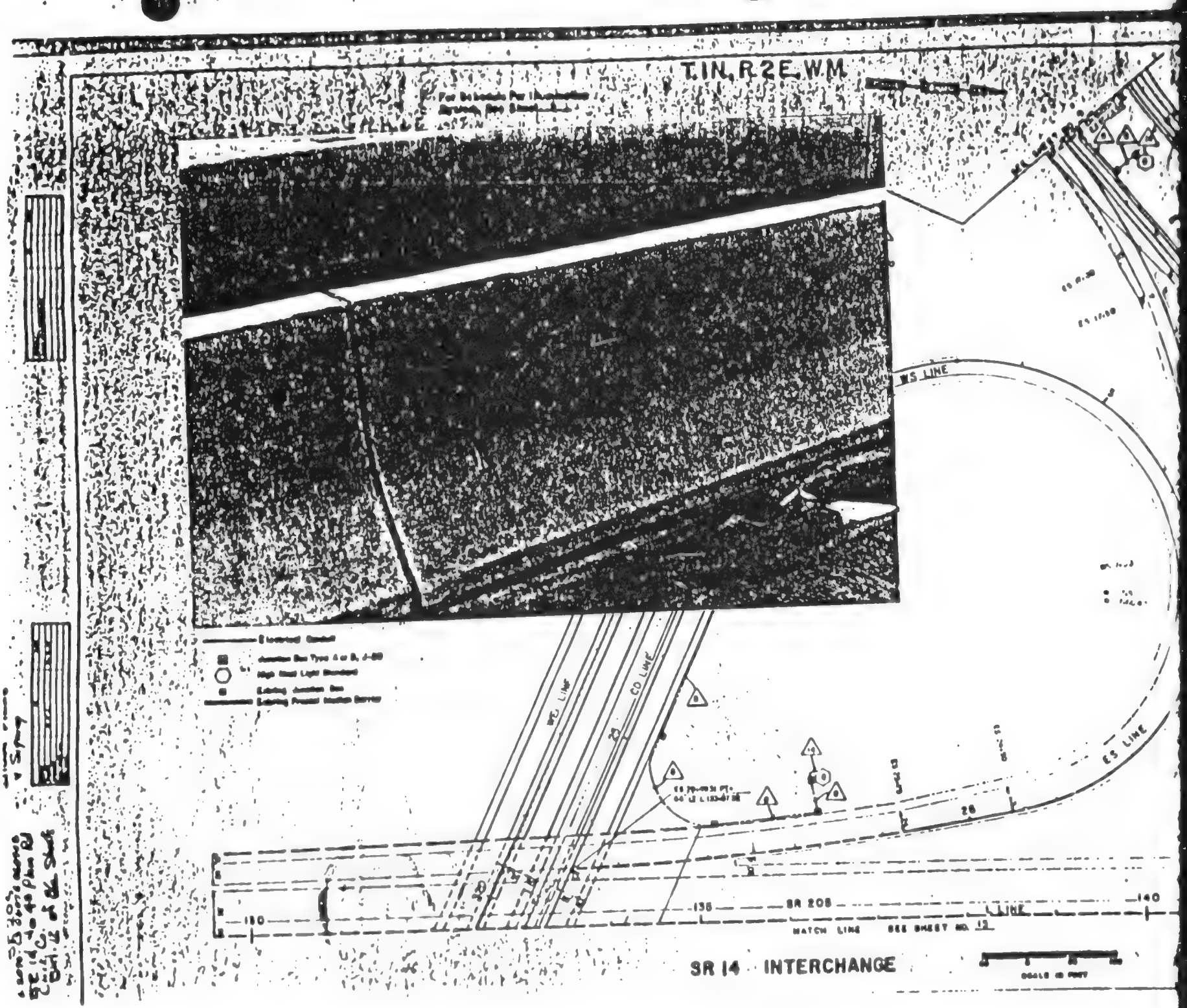

T.1N, R.2E, W.M.
WS LINE
WG LINE
CD LINE
ES LINE
MATCH LINE
SR 14 INTERCHANGE

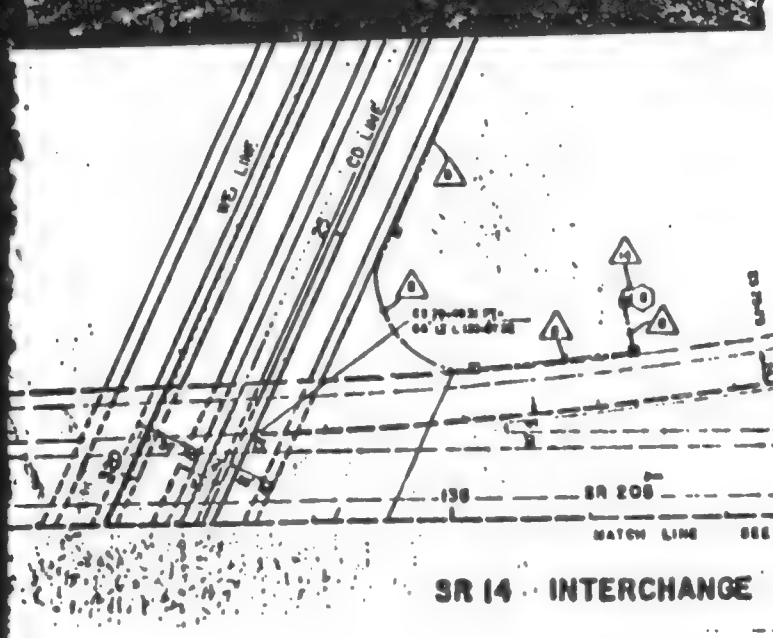
EXHIBIT C-9


T.1N.,R.2E.W.M.
WS LINE
ES LINE
SB LINE
EB LINE
WB LINE
CD LINE
PERMANENT ILLUMINATION SYSTEM
SR 205
LINE
WATCH LINE
SEE SHEET NO. 12
SR 14 - INTERCHANGE
SCALE IN FEET
FOR "AS CONSTRUC
PLANS" O Y
SR 205
SR 14 TO FOURTH PLAIN ROAD
SIGNING & ILLUMINATION
ILLUMINATION PLAN

C-9


T.IN, R.2E, W.M.
WS LINE
ES LINE
CO LINE
WCL LINE
SR 205
MATCH LINE
SR 14 INTERCHANGE

T.1N. R.2E. W.M.



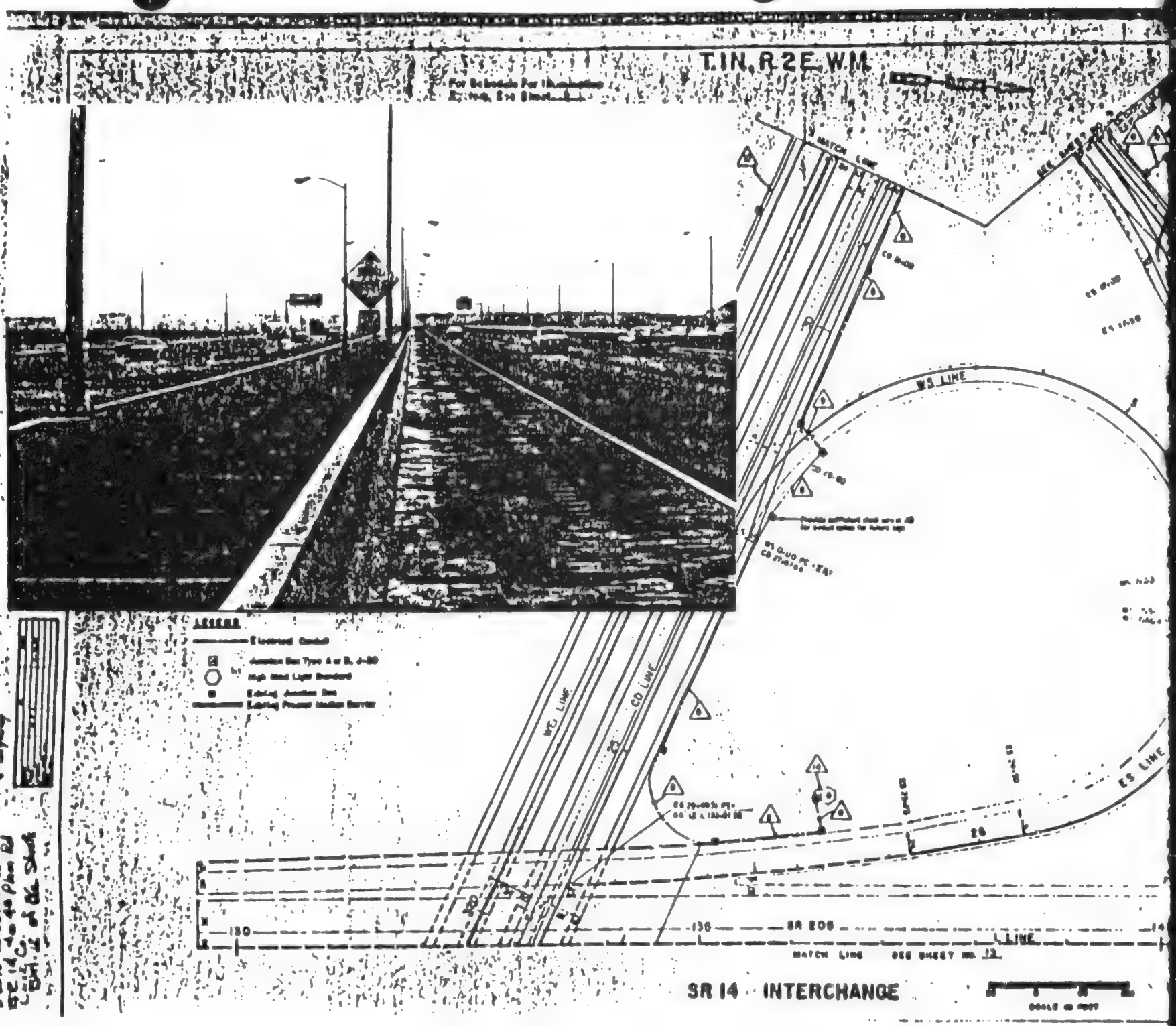

SR 14 INTERCHANGE

FOR "AS CONSTRUCT
PLANS" ON

SR 205 MP 36.74 TO MP 38
SR 14 TO FOURTH PLAIN ROAD
SIGNING & ILLUMINATION
CLARK COUNTY

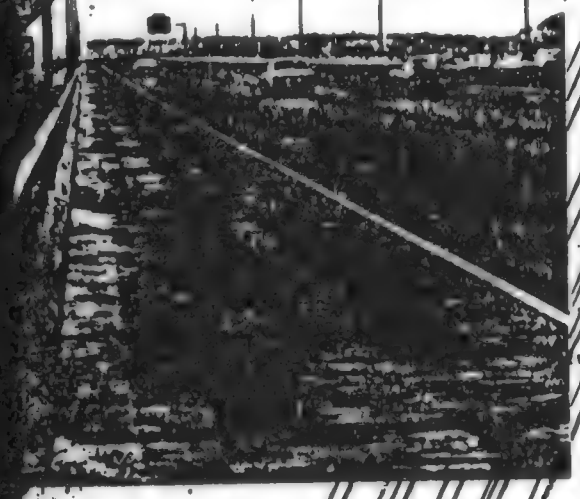
ILLUMINATION PLAN

C-10


T.IN, R.2E, W.M.
MATCH LINE
WS LINE
CD LINE
ES LINE
SR 205
SR 14
INTERCHANGE

SHEET C-11

T.1N, R.2E, W.M.



WS LINE

ES LINE

WC LINE

CD LINE

SR 205

PERMANENT ILLUMINATION SYSTEM

MATCH LINE

MATCH LINE SEE SHEET NO. 12

SR 14 - INTERCHANGE

SCALE IN FEET

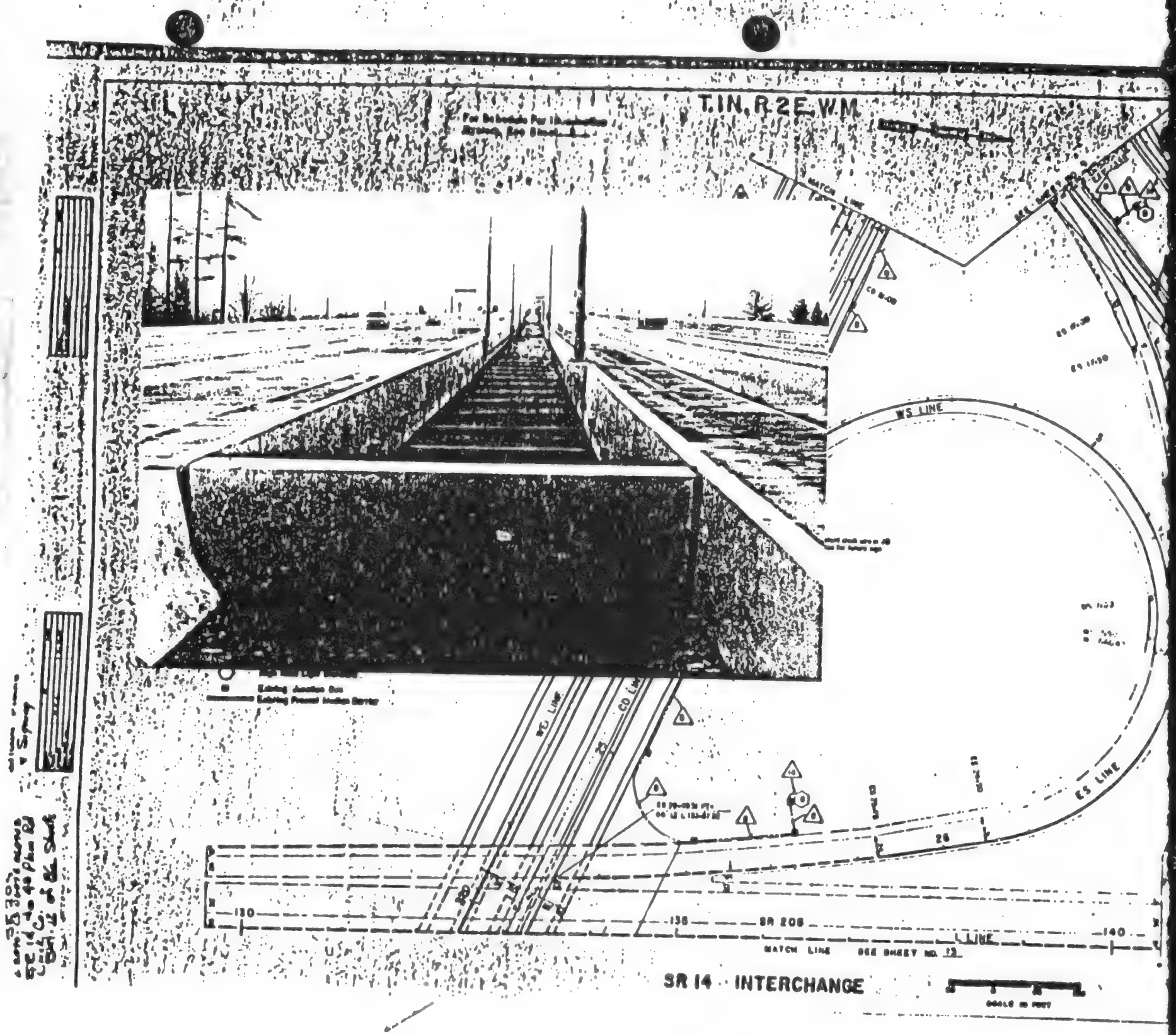
FOR "AS CONSTRUCT
PLANS" O

SR 205 MP 36.74 TO MP 3

SR 14 TO FOURTH PLAIN ROAD

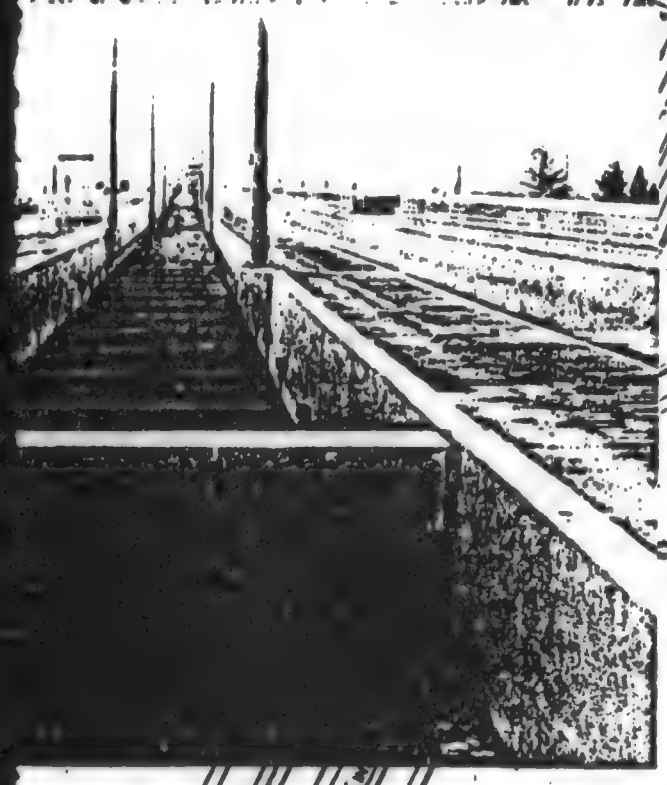
ILLUMINATION PLAN

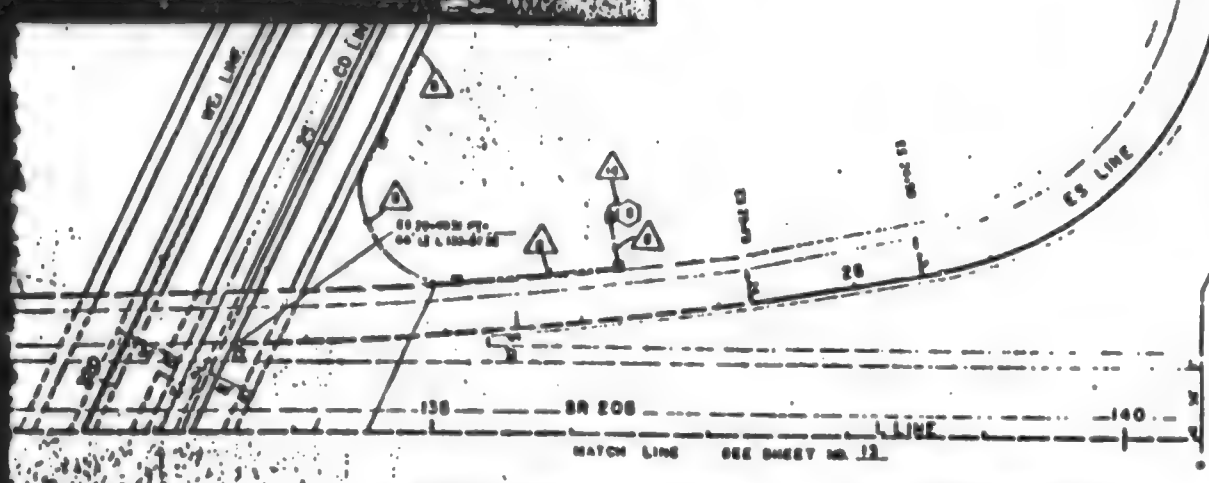
EXHIBIT C-11


T.1N, R.2E. W.M.
MATCH LINE
WS LINE
ES LINE
WC LINE
CO LINE
130
135
SR 205
140
MATCH LINE SEE SHEET NO. 13
SR 14 - INTERCHANGE

C-12

T.1N, R.2E, W.M.






PERMANENT ILLUMINATION SYSTEM

FOR "AS CONSTRUCT PLANS" ON

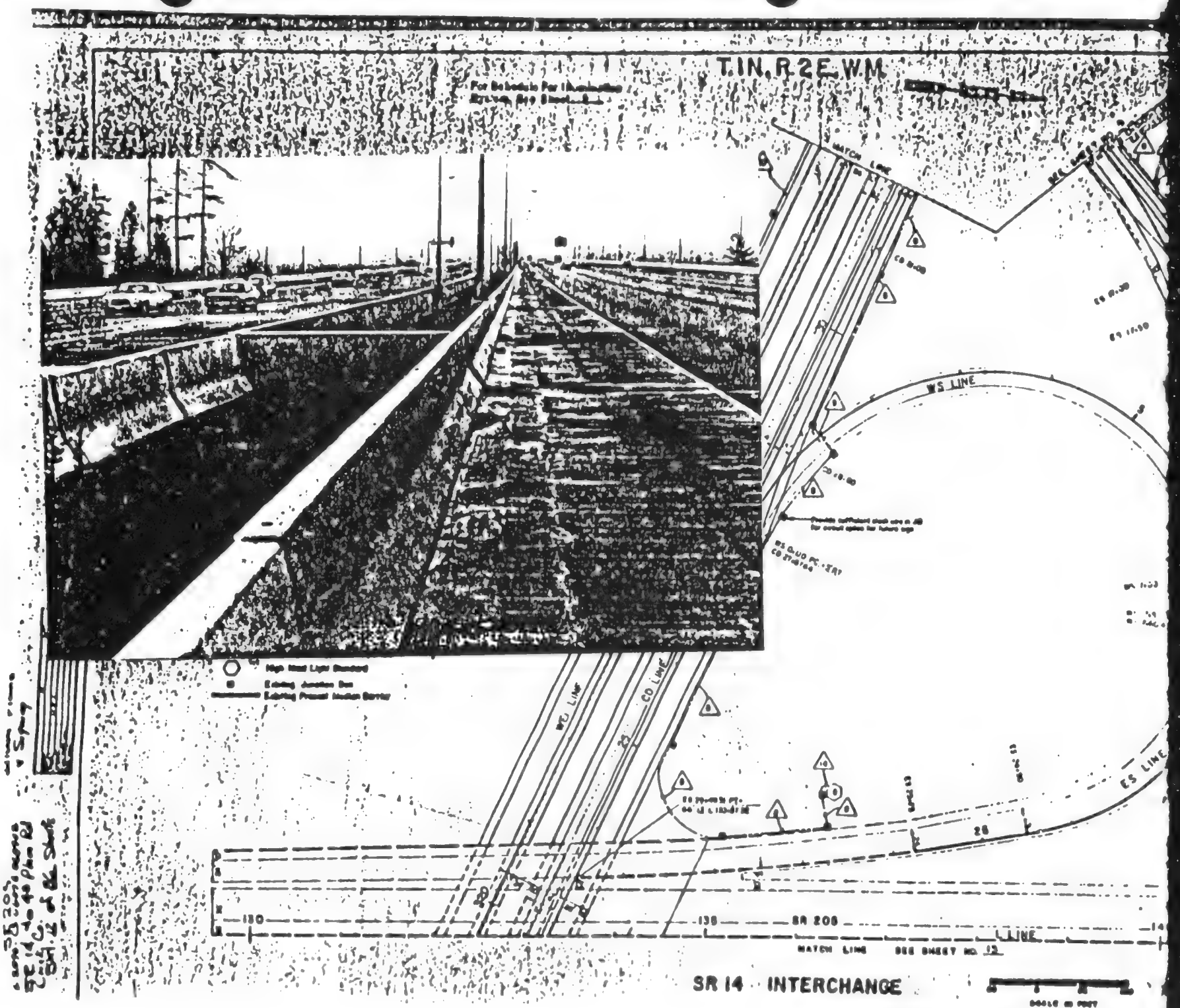
SR 205 MP 26.74 TO MP 31
SR 14 TO FOURTH PLAIN ROAD
SIGNING & ILLUMINATION
CLARK COUNTY

ILLUMINATION PLAN

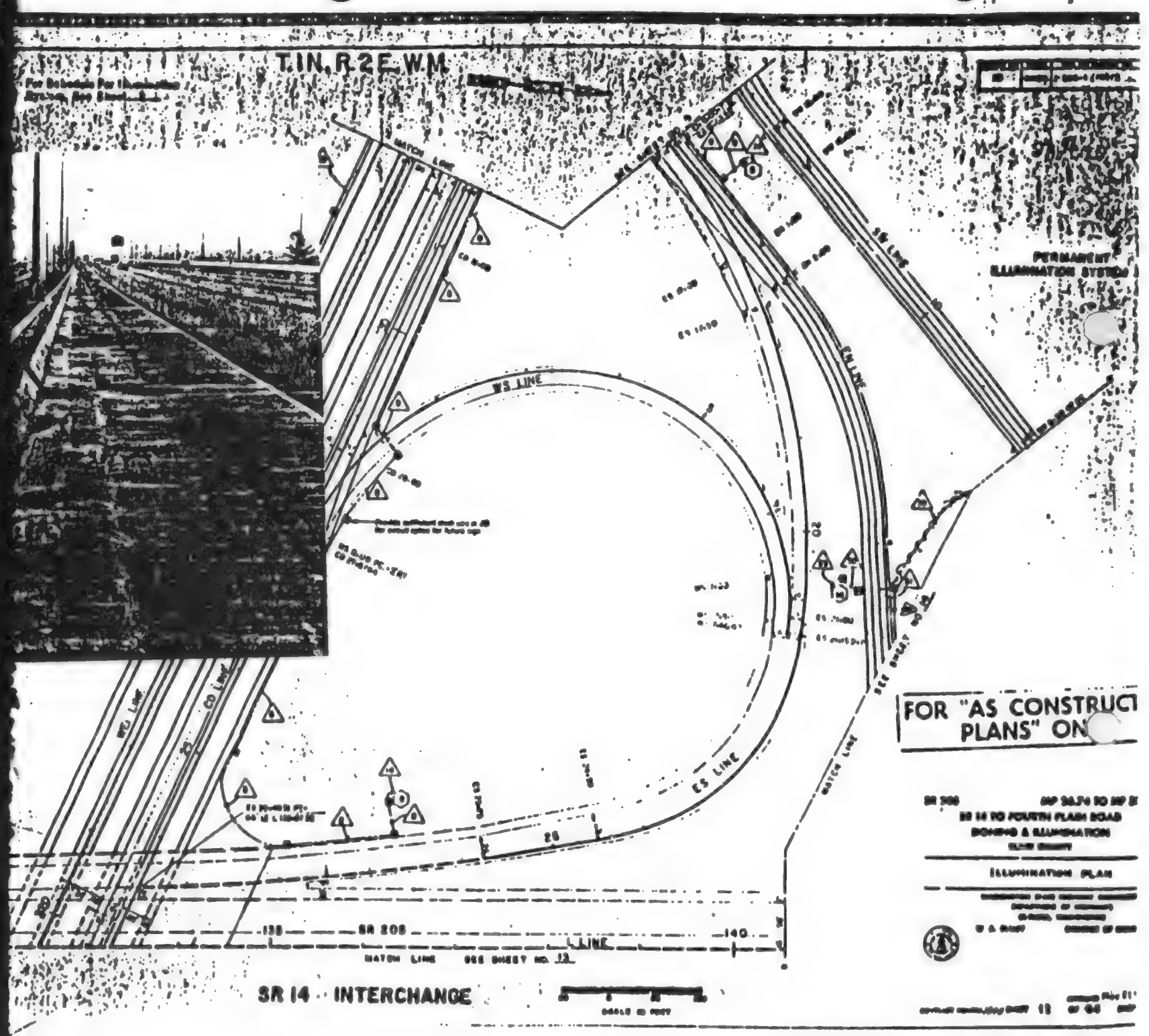
SR 14 - INTERCHANGE

SCALE IN FEET

C-12

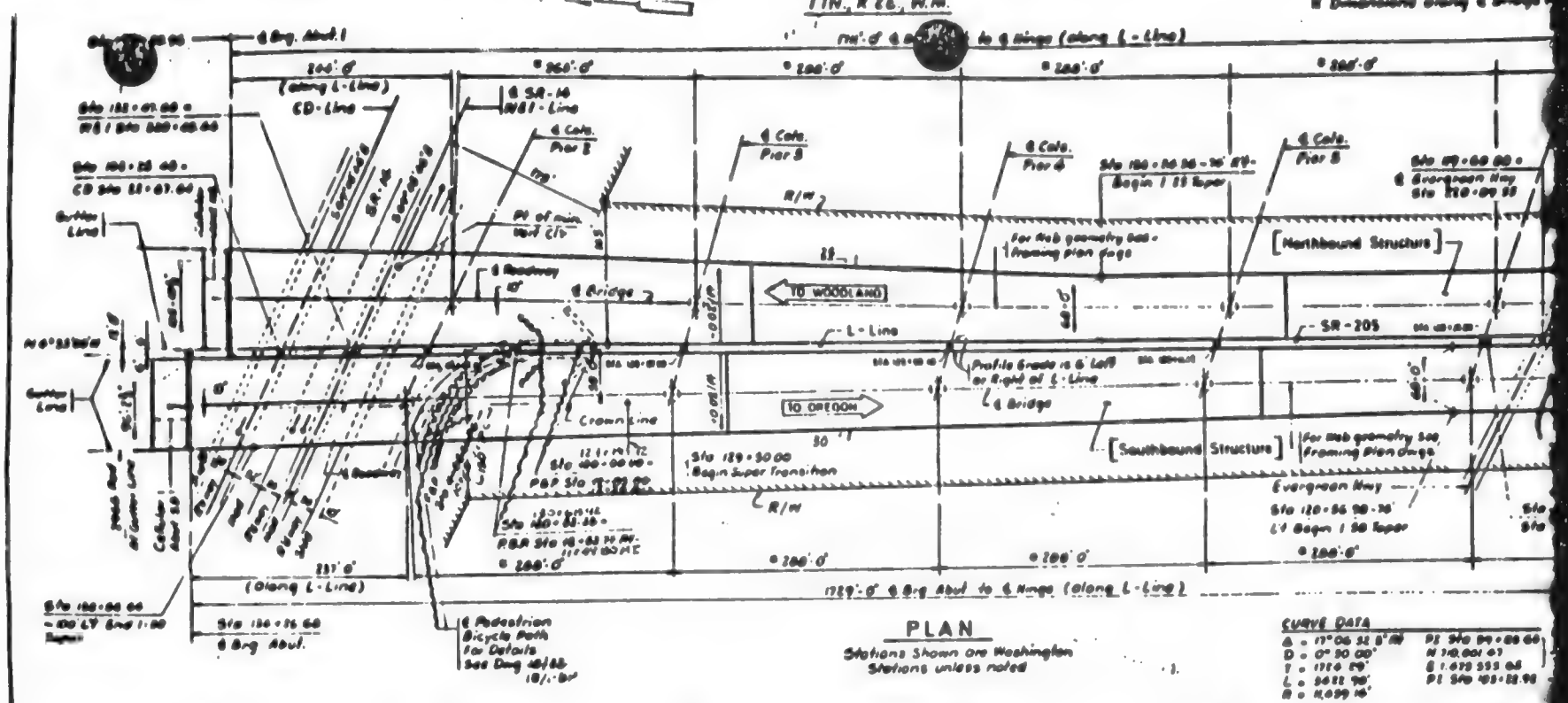

T.IN, R.2E. W.M.
MATCH LINE
WS LINE
ES LINE
WD LINE
CD LINE
High Mast Light Standard
Existing Junction Box
Existing Power Meter Service
130
SR 205
MATCH LINE SEE SHEET NO. 12
SR 14 INTERCHANGE

C-13


T.1N., R.2E., W.M.
PERMANENT ILLUMINATION SYSTEM
WS LINE
ES LINE
WD LINE
CD LINE
MATCH LINE
SEE SHEET NO. 12
SR 208
FOR "AS CONSTRUCT
PLANS" ON
ILLUMINATION PLAN
SR 14 - INTERCHANGE

C-13

T 1N., R 2E., W.M.

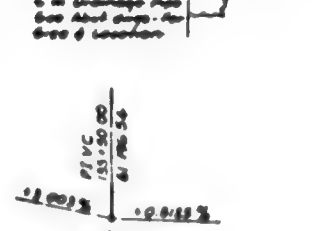



PLAN

Stations Shown are Washington Stations unless noted

CURVE DATA

Δ = 17° 06 32.5" RT
D = 0° 30 00"
T = 1110.19'
L = 2422.90'
R = 11,459.16'
PI Sta 99+88.60
N 710,801.07
E 1,670,555.66
PI Sta 123+12.90





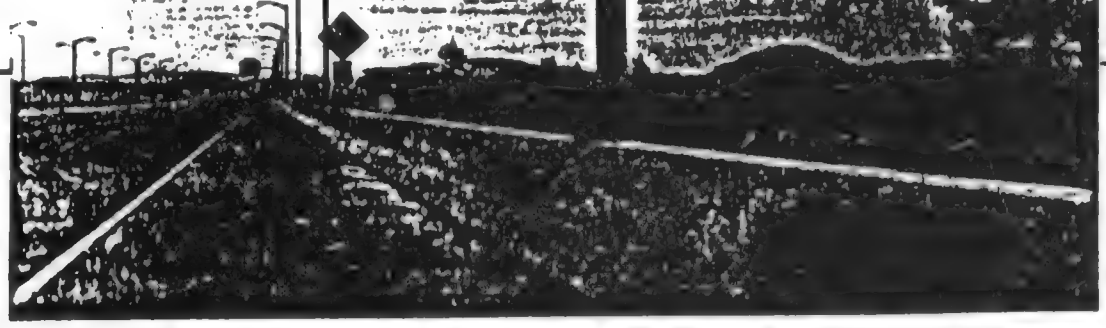



EXHIBIT C-14

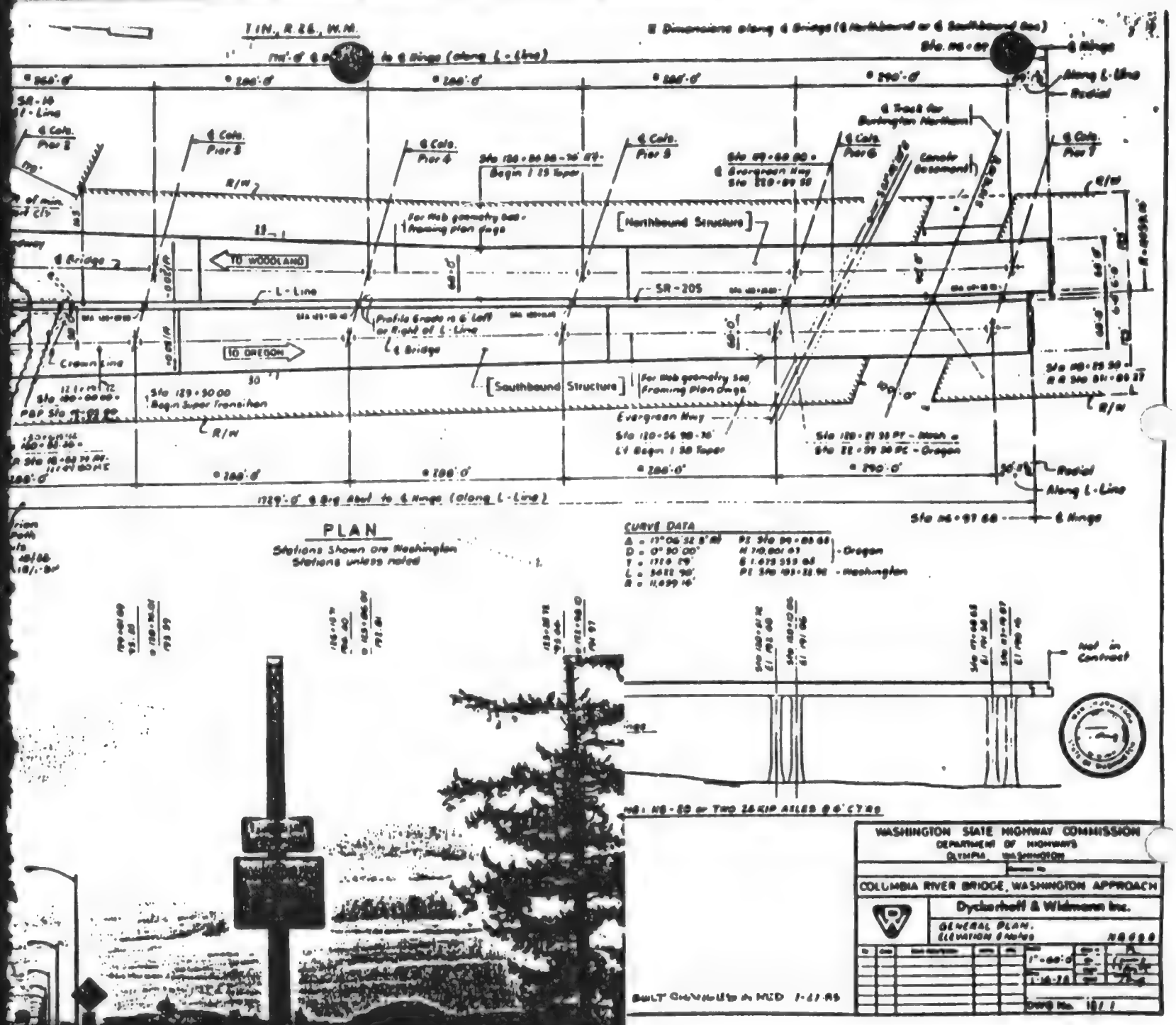
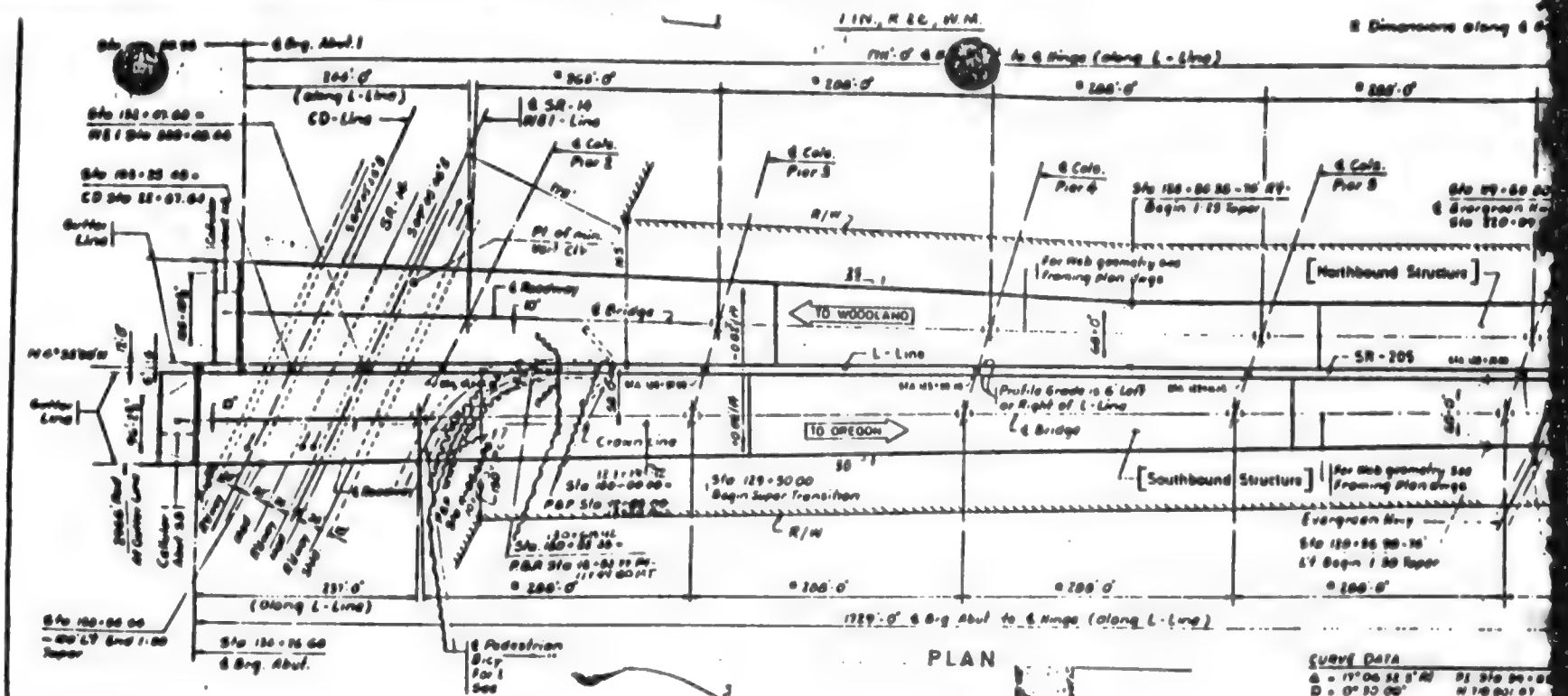
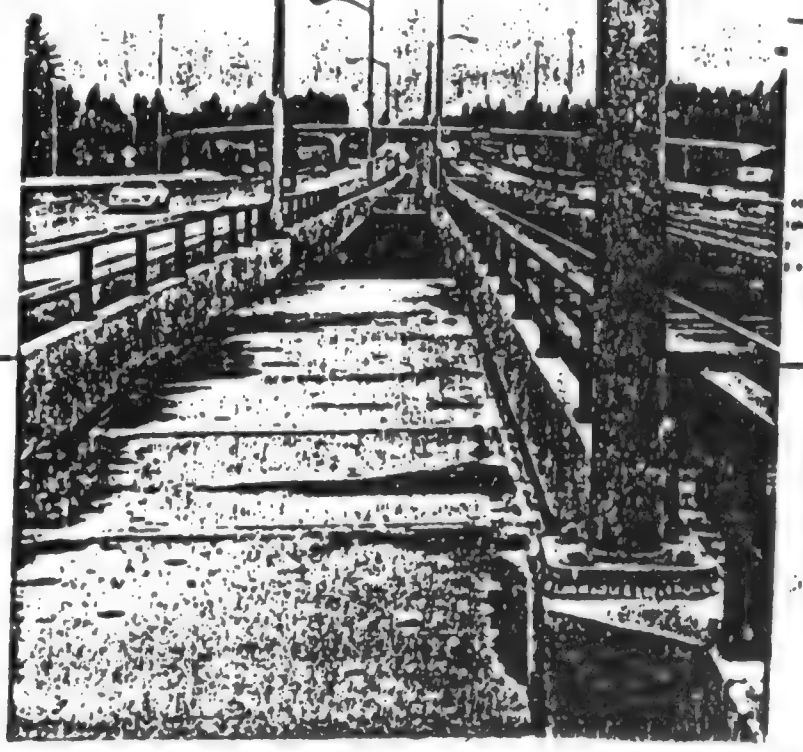
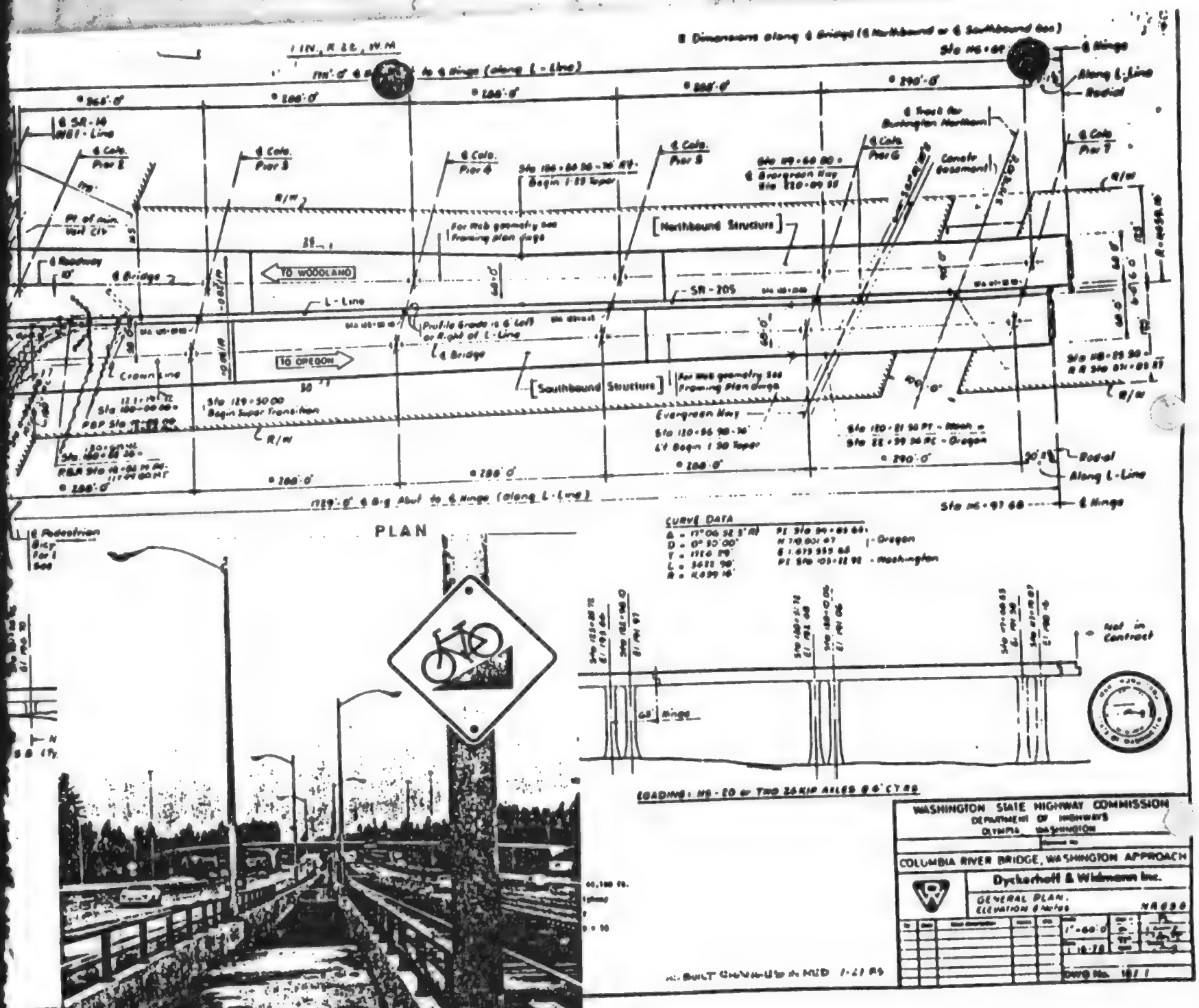

T.1N., R.2E., W.M.
Dimensions along ℄ Bridge (℄ Northbound or ℄ Southbound Brs.)
℄ Bridge
Along L-Line
Radial
℄ Track for Burlington Northern
Canada Easement
℄ Col. Pier 2
℄ Col. Pier 3
℄ Col. Pier 4
℄ Col. Pier 5
℄ Col. Pier 6
℄ Col. Pier 7
R/W
[Northbound Structure]
[Southbound Structure]
TO WOODLAND
TO OREGON
L-Line
SR-205
℄ Bridge 2
Crown Line
Profile Grade is ℄ Left or Right of L-Line
Evergreen Hwy
Begin 1:50 Taper
Begin Super Transition
Sta 56+97.68
PLAN
Stations Shown are Washington Stations unless noted
CURVE DATA
Δ = 17°06'52.5" (R)
D = 0°30.00'
T = 1316.79'
L = 5432.90'
R = 11,459.16'
PI Sta 99+85.68
N 710,601.93
E 1,675,553.65
PI Sta 93+32.90 - Washington
- Oregon
not in Contract
NOTE: H-20 or TWO 24 KIP AXLES @ 6' CTRS
WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON
COLUMBIA RIVER BRIDGE, WASHINGTON APPROACH
Dyckerhoff & Widmann Inc.
GENERAL PLAN.
ELEVATION & NOTES
1" = 60'-0"
Dwg No. 1811
BUILT CONCURRENTLY WITH MCD 1-41-A5

EXHIBIT C-14


TO WOODLAND
TO OREGON
[Northbound Structure]
[Southbound Structure]
SR-205
L - Line
℄ Bridge
℄ Crown Line
℄ Pedestrian Bicy. Path Sep.
Evergreen Hwy
PLAN




PLAN
TO WOODLAND
TO OREGON
[Northbound Structure]
[Southbound Structure]
SR-205
Evergreen Hwy
Crown Line
L-Line
Pedestrian
Bicycle
Ramp
Sta 120+56.90-36' Lt Begin 1:50 Taper
Sta 120+81.50 PT - Bkwd =
Sta 22+59.36 PC - Ahead
Sta 129+50.00 Begin Super Transition
Sta 106+86.36-36' Rt Begin 1:50 Taper
Sta 109+68.00 = Evergreen Hwy Sta 120+09.55
Sta 116+08.00 PCP Sta 117+88.00
Sta 118+50.00 PRA Sta 119+06.36 PT
Sta 117+00.00 PT
Sta 115+97.50 = R R Sta 114+85.87
Sta 115+97.50 = Ahead
Sta 114+85.87 = Back
Sta 115+97.50 = Back
Sta 114+85.87 = Ahead
Sta 116+91.68
Sta 116+97.50
Sta 117+00.00
Sta 117+88.00
Sta 118+50.00
Sta 119+06.36
Sta 120+09.55
Sta 120+56.90
Sta 120+81.50
Sta 122+59.36
Sta 129+50.00
Sta 130+00.00
Sta 130+88.00
Sta 131+00.00
Sta 131+88.00
Sta 132+00.00
Sta 132+88.00
Sta 133+00.00
Sta 133+88.00
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Sta 138+00.00
Sta 138+88.00
Sta 139+00.00
Sta 139+88.00
Sta

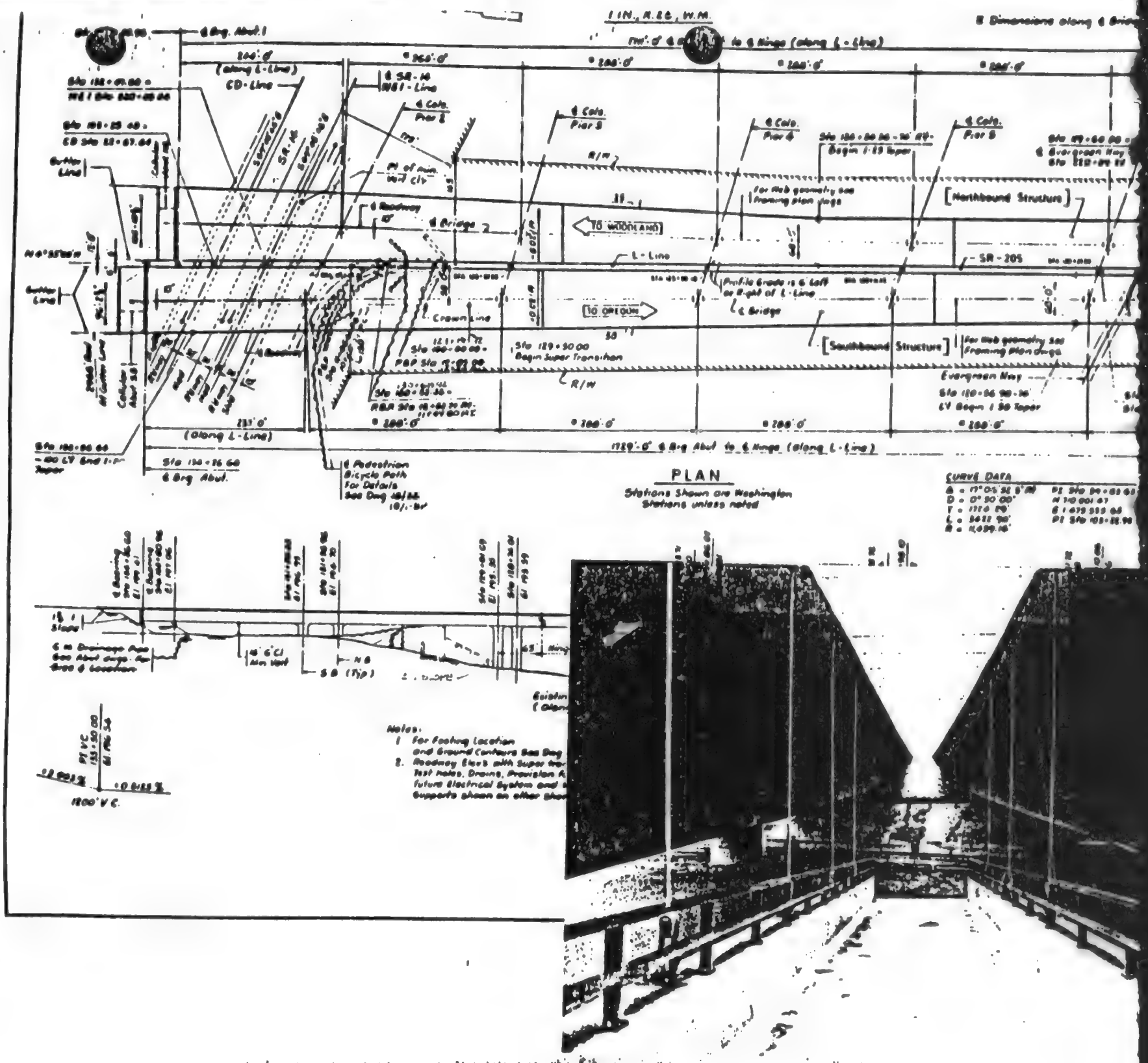

[Northbound Structure]
[Southbound Structure]
TO WOODLAND
TO OREGON
SR-205
Evergreen Hwy
PLAN
Stations Shown are Washington Stations unless noted
CURVE DATA
Notes:

EXHIBIT C-16

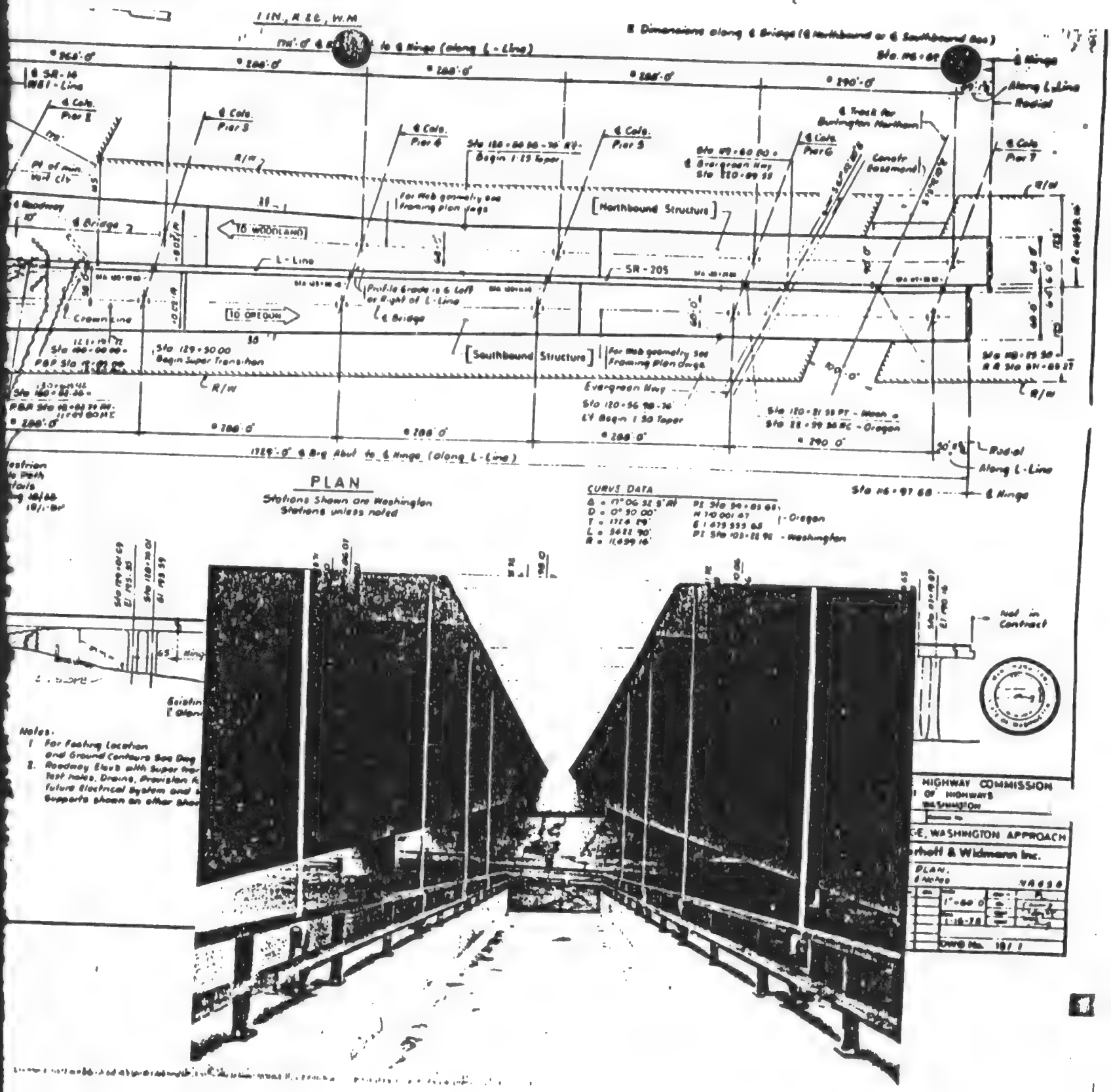

T 11N., R 2E., W.M.
Dimensions along ℄ Bridge (℄ Northbound or ℄ Southbound Brs.)
℄ Hinge
Along L-Line
Radial
℄ Track for Burlington Northern
℄ Col. Pier 7
℄ Col. Pier 6
℄ Col. Pier 5
℄ Col. Pier 4
℄ Col. Pier 3
℄ Col. Pier 2
℄ SR-14 WB1-Line
℄ Roadway
℄ Bridge 2
R/W
L-Line
TO WOODLAND
TO OREGON
Crownline
Profile Grade is ℄ Left or Right of L-Line
[Northbound Structure]
[Southbound Structure]
For Web geometry see Framing Plan Dwgs.
SR-205
Evergreen Hwy
Sta 120+56.98-36' LT Begin 1:50 Taper
Sta 129+50.00 Begin Super Transition
Sta 120+81.98 PT - Wash.
Sta 88+99.36 PC - Oregon
Sta 116+97.68
1729'-0" ℄ Brg Abut to ℄ Hinge (along L-Line)
PLAN
Stations Shown are Washington Stations unless noted
CURVE DATA
Δ = 17° 06' 32.9" RT
D = 0° 30' 00"
T = 1726.89'
L = 3422.90'
R = 11459.16'
PI Sta 99+83.68
N 710 001.67
E 1 675 933.65
PI Sta 103+58.91 - Washington
- Oregon
Not in Contract
HIGHWAY COMMISSION
OF HIGHWAYS
E, WASHINGTON APPROACH
rhoff & Widmann Inc.
Notes:
1. For Footing Location and Ground Contours See Dwg
2. Roadway Elevs with Super Trans Test holes, Drains, Provision f future Electrical System and Supports shown on other sheet

EXHIBIT C-16

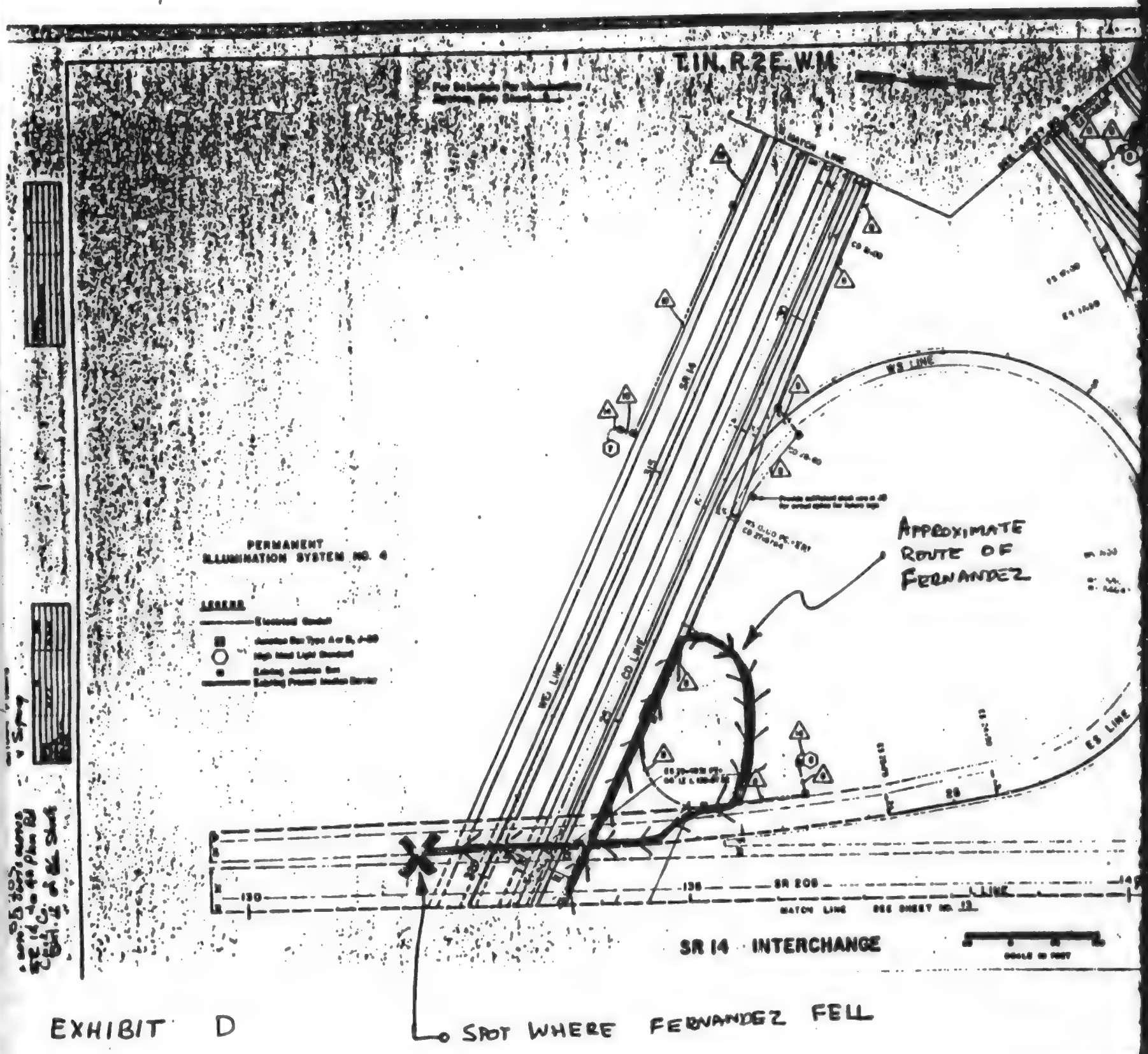
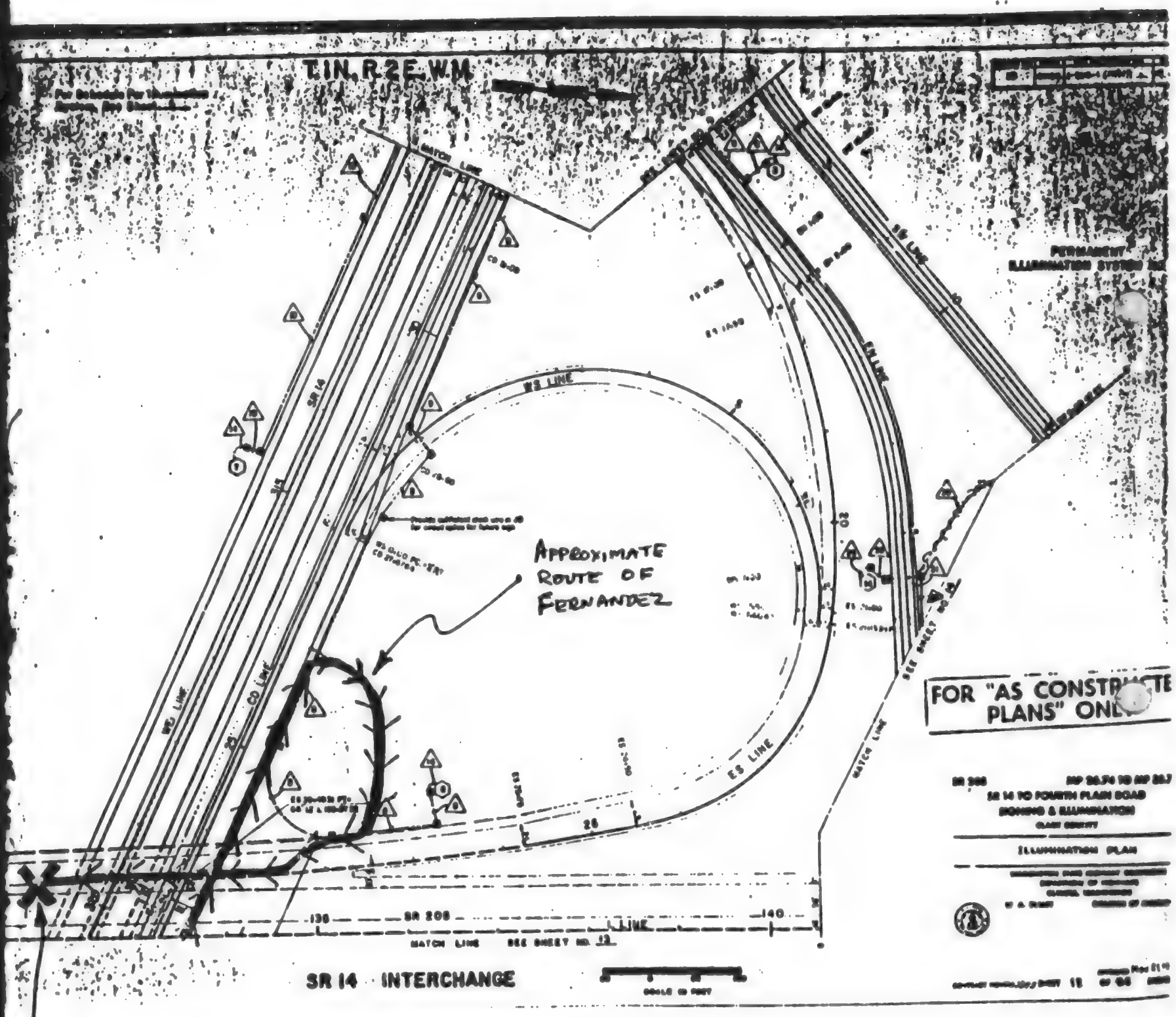

T.1N. R.2E. W.M.
PERMANENT
ILLUMINATION SYSTEM NO. 4
LEGEND
W3 LINE
CO LINE
E3 LINE
SR 605
SR 605
SR 14 INTERCHANGE
APPROXIMATE
ROUTE OF
FERNANDEZ
SPOT WHERE FERNANDEZ FELL

EXHIBIT D




SPOT WHERE FERNANDEZ FELL

...DEP ...IENT OF TRANSPORTATION
F...DER. ...GHWAY ADMINISTRATION

**INTERMEDIATE AND FINAL INSPECTION REPORT**

...COPY
FROM ... DIVISION

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 6 | CLARK | WASHINGTON |

IN COMPANY WITH: Heinz Erdmann, Assistant District Construction Engineer, and Jim Brosio, Project Engineer, WSDOT

| DATE OF INSPECTION | INSPECTION MADE BY | PROJECT NO. |
|---|---|---|
| 6-25-82 | D. L. Levien, Area Engineer & J. H. Garren, Division Bridge Engineer | I-205-1(121)0 |

| QUALITY OF WORK* | PROGRESS OF WORK | TIME CLAIMED | WORK COMPLETED |
|---|---|---|---|
| Satisfactory | Satisfactory | 97* % | 100 % |

SR-205, COLUMBIA RIVER BRIDGE - WASHINGTON APPROACH CONTRACT 0833

The Washington approach of the I-205 Columbia River Bridge has been completed in reasonable conformity with the approved plans, specifications, and authorized changes at a final cost of $13,113,341.56, an overrun of $241,763.96 or 1.88% of the original contract amount. The overrun was primarily due to Change Order No. 75 adding the pedestrian rail at $115,117.06 and Change Order No. 105 R1 providing for painting of the structure at $54,804 to match the Oregon portion of the Bridge.

The Value Engineering option in the contract resulted in a net savings of $100,059.68 due to approved design changes made by the contractor. Contract time was reduced 20 working days due to this change.

There were 157 days time extensions approved for the project mostly through change orders and delays by WSDOT in reviewing the approving shop drawings. There were no liquidated damages assessed the contractor as 24 days contract time remained at time of completion.

The log of the cylinder breaks for the structural concrete indicated specification strengths were reasonably met. If a low break did occur it was checked with a swiss hammer.

Low strength reinforcing steel was accepted with a penalty and used in no critical areas.

Small amounts of concrete with excessive slump was accepted with a penalty. Eighteen c.y. of low slump concrete was not accepted and a credit taken for it.

A claim is pending in the amount of $50,000 for borrow material required to complete the bike path ramp and bridge approach fill. Contractor is claiming that there was not sufficient material on the project to complete the work without drastically changing the contours as shown in the plans. Thus, he had to haul in material to complete the project.

*Includes time extensions of 157 working days.

(more)



EXHIBIT E-1

There were 107 approved change orders for the project. Many were of the book-keeping variety.

The Project Engineer pointed out a potential safety problem concerning the bike path between the structures. The pedestrian rail on top of the barrier rail stops at the location on the bike path ramp where it reaches the same level as the bridge deck. There is no protective screen or rail where the bike path descends below the deck level. The State is going to investigate some alternative solutions and see if they are feasible.

EXHIBIT E-2

8905

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4400

RECEIVED
STATE HWY ENGR
NOV 30 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

November 27, 1984

Allan C. Harwood
Highway Division
Metro Region Office
9002 S.E. McLoughlin Blvd
Milwaukie, Oregon 97222

Walt Hart
Highway Division
Bridge Section
329 Transportation Building
Salem, Oregon 97310

NOTED
E.S. HUNTER

Re: Fernandez v. State of Washington, et al
Case No. 83-2-01720-7

Dear Allan and Walt:

Thanks for your help in getting the Complaint answered. A copy of our Answer is enclosed.

Our next stop is to gather evidence to support a Motion for Summary Judgment. We need to find all documents, i.e., correspondence, reports, memos, minutes of meetings, on the following topics:

1. Decision to open the bridge to motor vehicles before bridge was complete. We have the January 15, 1982 letter from Washington State representatives to ODOT, but that's all we have.

2. WDOT responsible for design, administration, and construction of the Washington end of the bridge. We have a January 7, 1974 memo by Oakley concerning a December 20, 1973 meeting. We need more evidence of the informal agreement to have Washington and S and P work out the details by themselves. Walt showed us that one letter, but we don't have a copy of it. What else do we have on this topic?

3. The decision to build a net where Fernandez fell. (With luck, we have no documents on this.)

4. S and P review, if any, of the Kiewit value engineering.

5. Benefits from building the bike path, safety considerations, "human factors", design considerations, other, not-too-technical-or-irrelevant-to-lawsuit design considerations. We have the documents Phill Robb gave us for answering the interrogatories.

6. Design of lighting of Washington end. We have our drawing showing location of luminaries. Any correspondence, etc., on Oregon's responsibilities on this?

7. Other documents showing either our involvement or non-involvement in Washington end, especially Washington's duty to maintain barricade of bikepath or other signing.

Next, there may be one or more areas of the defense where expert opinion testimony might be advantageous to us if presented by a person outside ODOT. Please advise me as to any such area, with suggestions as to persons being best qualified to provide any such opinion.

The fact that this letter is being sent to both of you does not mean that I need a response from each. What I would like is one answer that speaks for the Highway Division as a whole. To that end, please cause this letter to be passed on to such other highway persons as you believe should have input in the response.

The letter and all inquiries and responses generated by it are privileged against compelled disclosure in the lawsuit. To prevent against inadvertent disclosure at the time the state's files are examined by plaintiff's attorney or his representative, it is requested that a separate file be set up by each of you and anyone to whom this letter is forwarded wherein that letter and all correspondence to or from this office or investigator for this office is kept. Such a file should not be made available for inspection by any non-State of Oregon persons.

Sincerely,

Thomas K. Elden
Assistant Attorney General

PS: We have answered the Complaint as noted and we are going to make a push with Affidavits that Oregon has limited contacts in Washington insufficient for jurisdiction to attach. We'll need your help on these matters soon.

TKE:cg
Enclosure
cc: Ed Hunter

RECEIVED
NOV 21 1984
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON

IN AND FOR THE COUNTY OF CLARK

| | |
|---|---|
| RUSSELL XAVIER FERNANDEZ,<br><br>Plaintiff,<br><br>vs.<br><br>STATE OF WASHINGTON, ex rel, DEPARTMENT OF HIGHWAYS; STATE OF OREGON, ex rel, DEPARTMENT OF TRANSPORTATION; PETER KIEWIT & SONS, a corporation; SVERDRUP & PARCEL & ASSOC., a corporation; TICE ELECTRIC COMPANY, a corporation; CORAL CONSTRUCTION COMPANY, a corporation; and DOES ONE through ONE HUNDRED, inclusive,<br><br>Defendants. | No. 83-2 01720 7<br><br>AFFIDAVIT OF MAILING |

STATE OF WASHINGTON )
: ss.
County of Clark )

LYNDA K. LOWE, being first duly sworn, on oath deposes and says:

That I am now and at all times material hereto have been the secretary to Hugh J. Potter; that on the 20th day of November, 1984 I deposited in the mails of the United States, envelopes, postage pre-paid, containing a true and correct copy of the General Appearance and Answer of defendant State of Oregon to the parties listed below:

Christopher Otorowski
Daniel F. Sullivan & Associates
1010 Hoge Building
Second and Cherry
Seattle, Washington 98104

Richard E. Brown
Melvin M. Beli, Sr.
The Beli Building
722 Montgomery Street
San Francisco, California 94111



EXHIBIT B

BLAIR, SCHAEFER, HUTCHISON, WYNNE, POTTER & HORTON
ATTORNEYS AT LAW
1014 FRANKLIN STREET
POST OFFICE BOX 1146
VANCOUVER, WASHINGTON 98666
TELEPHONE (206) 693-3883 — PORTLAND (503) 285-4188

W. Howard Fischer
State of Washington
Office of the Attorney General
Temple of Justice
Olympia, Washington 98504

Thane W. Tienson
Mitchell, Lang and Smith
215 West 12th Street
Suite 101
Vancouver, Washington 98660

James M. Thomas
Diamond and Sylvester
Fourth Floor, Hoge Building
Seattle, Washington 98104

Gary Trabolsi
Lee, Smart, Cook, Martin
& Patterson, P.S., Inc.
400 Washington Building
Seattle, Washington 98101

Pitney M. Rohrback
Keller-Rohrback, Waldo
Hiscock, Butterworth & Fardal
14th Floor IBM Building
Seattle, Washington 98101

Lynda K. Lowe
Lynda K. Lowe

Subscribed and sworn to before me this 20th day of November, 1984.

Notary Public in and for the State of Washington, residing at Vancouver.



BLAIR, SCHAEFER, HUTCHISON, WYNNE, POTTER & HORTON
ATTORNEYS AT LAW
1014 FRANKLIN STREET
POST OFFICE BOX 1148
VANCOUVER, WASHINGTON 98666
TELEPHONE (206) 693-5883 — PORTLAND (503) 283-4163

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON
IN AND FOR THE COUNTY OF CLARK

| | |
|---|---|
| RUSSELL XAVIER FERNANDEZ,<br><br>Plaintiff,<br><br>v.<br><br>STATE OF WASHINGTON, ex rel DEPARTMENT OF HIGHWAYS; STATE OF OREGON, ex rel DEPARTMENT OF TRANSPORTATION; PETER KIEWIT & SONS, a corporation; SVERDRUP & PARCEL & ASSOCIATES, a corporation; TICE ELECTRIC COMPANY, a corporation; CORAL CONSTRUCTION COMPANY, a corporation; and DOES ONE through HUNDRED, inclusive,<br><br>Defendants. | No. 83-2-01720-7<br><br>ANSWER |

Comes now defendant State of Oregon, ex rel Department of Transportation, and in answer to plaintiff's complaint on file herein, admits, denies and alleges as follows:

I

Defendant admits paragraphs 1 and 2.

II

As to paragraph 3, defendant admits that it operates through its Department of Transportation and that at all times mentioned was a sovereign and admits that the defendant had contracts with various independent contractors related to building I-205 across the Columbia River, but expressly denies the remainder of the

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JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

paragraph. Defendant further alleges that defendant had insufficient contacts to support jurisidiction.

III

As to paragraphs 4, 5, 6, and 7, defendant is without knowledge or information sufficient to answer and therefore denies.

IV

Defendant denies paragraphs 8 and 9.

V

As to paragraph 10, defendant admits that on or about December 15, 1982, I-205 was opened to motor vehicle traffic only and except as expressly admitted denies.

VI

As to paragraph 11, defendant admits that at some time on January 7, 1983, plaintiff intended to run across the I-205 bridge in violation of Washington law, but as to the remainder of the paragraph is without knowledge or information sufficient to answer and therefore denies.

VII

As to paragraph 12, defendant is without knowledge or information sufficient to answer and therefore denies.

VIII

As to paragraph 13, defendant admits that plaintiff was aware that a bicycle and pedestrian pathway spanned the Columbia River, but alleges that plaintiff knew it was still under construction and was closed. Defendant further alleges that

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PHONE 378-4400

plaintiff knew the bicycle and pedestrian pathway dropped to ground level south of SR-14. Defendant denies that the bicycle and pedestrian pathway had been opened at the time of the accident, and as to the remainder of the paragraph is without knowledge or information sufficient to answer and therefore denies.

IX

As to paragraph 14, defendant is without knowledge or information sufficient to answer and therefore denies.

X

As to paragraph 15, defendant denies.

XI

As to paragraph 16, defendant denies that plaintiff did not have full visibility of the conditions on the bridge and alleges that any difficulties he had were from his own failure to look. As to the remainder of the allegations, defendant is without knowledge or information sufficient to answer and therefore denies.

XII

As to paragraph 17, defendant denies.

XIII

As to paragraphs 18 and 19, defendant is without knowledge or information sufficient to answer and therefore denies.

XIV

As to paragraph 20, defendant admits that plaintiff was found by Don Burch, but as to the remainder of the paragraph is

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PHONE 378-4400

without information and belief sufficient to answer and therefore denies.

XV

As to paragraphs 21, 22, 23, 24, and 25, defendant is without knowledge or information sufficient to answer and therefore denies.

XVI

As to paragraph 26, defendant admits that plaintiff gave notice to the State of Oregon in a timely manner pursuant to ORS 30.275 and alleges that plaintiff is subject to the remaining provisions of the Oregon Tort Claims Act, including ORS 30.270, which limits any recovery against the State of Oregon to $100,000.

XVII

As to paragraghs 27 through 34, said paragraphs apply to a codefendant but inasmuch as they are realleged against the State of Oregon, the State answers them as follows:

XVIII

As to paragraphs 27 and 28, defendant admits, denies, and alleges as previously answered herein.

XIX

As to paragraph 29, defendant State of Oregon admits except to allege that Washington carried out certain of the functions alleged through the use of independent contractors.

XX

As to paragraphs 30, 31, 32, 33 and 34, defendant denies.

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PHONE 378-4400

XXI

As to paragraphs 35 and 36, defendant admits, denies and alleges as previously answered herein.

XXII

As to paragraph 37, defendant admits that it designed some lumination for the Washington end of the I-205 bridge and alleges that defendant had a contract with an independent contractor to erect some lumination in said area of the I-205 bridge, but except as expressly admitted denies.

XXIII

As to paragrahs 38, 39, 40, 41, 42, 43, and 44, defendant denies.

XXIV

As to paragraphs 45 through 68, said paragraphs apply to other defendants and therefore defendant State of Oregon will not respond.

XXV

AS A FIRST FURTHER AND AFFIRMATIVE DEFENSE TO PLAINTIFF'S COMPLAINT, defendant alleges:

If defendant State was in any way negligent, plaintiff was contributorily negligent, and his own negligence was the proximate cause of his injury and damages, if any, as a result of this accident.

XXVI

AS A SECOND FURTHER AND AFFIRMATIVE DEFENSE TO PLAINTIFF'S COMPLAINT, defendant alleges:

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SALEM, OREGON 97310
PHONE 378-4400

The complaint fails to state a claim against the State of Oregon.

XXVII

AS A THIRD FURTHER AND AFFIRMATIVE DEFENSE TO PLAINTIFF'S COMPLAINT, defendant alleges:

Defendant's liability to plaintiff, if any, is limited by the Oregon Tort Claims Act, ORS 30.270, to $100,000.

XXVIII

AS A FOURTH FURTHER AND AFFIRMATIVE DEFENSE TO PLAINTIFF'S COMPLAINT, defendant alleges:

The court is without jurisdiction over the State of Oregon but should any jurisdiction be considered to exist, as a matter of comity, the court should decline jurisdiction over the State of Oregon.

XXIX

AS A FIFTH FURTHER AND AFFIRMATIVE DEFENSE TO PLAINTIFF'S COMPLAINT, defendant alleges:

Plaintiff's claim is based upon the performance or exercise of discretionary functions or duties relating to the building of the bridge, to the opening of the bridge and its related structures, and to design considerations, for which matters Oregon enjoys absolute immunity under ORS 30.265(3)(c) and under Washington law.

WHEREFORE, having fully answered plaintiff's complaint on file herein, defendant State of Oregon prays that plaintiff's complaint be dismissed and that defendant have judgment against

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SALEM, OREGON 97310
PHONE 378-4400

plaintiff and that defendant be awarded its costs and disbursements and that pursuant to RCW 4.28.185(5), defendant be awarded attorney fees.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

Jeffrey S. Merrick

THOMAS K. ELDEN OSB# 79036
JEFFREY S. MERRICK OSB# 84298
Assistant Attorney Generals
Of Attorneys for Defendant State
Of Oregon

HUGH J. POTTER
Special Assistant Attorney General
Washington State Bar #04296
Blair, Schaefer, Hutchison, Wynne,
Potter & Horton
Of Attorneys for Defendant State
of Oregon

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JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON

IN AND FOR THE COUNTY OF CLARK

| | |
|---|---|
| RUSSELL XAVIER FERNANDEZ,<br><br>Plaintiff,<br><br>v.<br><br>STATE OF WASHINGTON, ex rel DEPARTMENT OF HIGHWAYS; STATE OF OREGON, ex rel DEPARTMENT OF TRANSPORTATION; PETER KIEWIT & SONS, a corporation; SVERDRUP & PARCEL & ASSOC., a corporation; TICE ELECTRIC COMPANY, a corporation; CORAL CONSTRUCTION COMPANY, a corporation; and DOES ONE THROUGH ONE HUNDRED, inclusive,<br><br>Defendants. | No. 83-2-01720-7<br><br>DEFENDANT STATE OF OREGON'S OBJECTIONS TO REQUEST FOR PRODUCTION OF DOCUMENTS |

The defendant, State of Oregon, makes the following objections to plaintiff's request for production of documents as set forth below.

REQUEST FOR PRODUCTION NO. 1. Any and all records and documents, including but not limited to contracts, letters, memos, other correspondence, notes, transcripts, drawings, sketches, maps, videotapes, tape recordings, brochures, pamphlets, legal documents and other writings, which relate directly or indirectly to any work done or contracted for by defendant in relation to the Glen L. Jackson Memorial Bridge, a/k/a Columbia River Bridge or I-205, or any other arterial streets or highways, including SR 14.

///

JOHN F. KROHN BUILDING
PORTLAND, OREGON 97204-1381
TELEPHONE 229-5725

Attention
Gorsuch
From
JACK L. SOLLIS
Comments:
See PF 11-19 Heard nothing since
731-0022 (Rev. 4-83)

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON

IN AND FOR THE COUNTY OF CLARK

| | |
|---|---|
| RUSSELL XAVIER FERNANDEZ,<br><br>Plaintiff,<br><br>v.<br><br>STATE OF WASHINGTON, ex rel DEPARTMENT OF HIGHWAYS; STATE OF OREGON, ex rel DEPARTMENT OF TRANSPORTATION; PETER KIEWIT & SONS, a corporation; SVERDRUP & PARCEL & ASSOC., a corporation; TICE ELECTRIC COMPANY, a corporation; CORAL CONSTRUCTION COMPANY, a corporation; and DOES ONE THROUGH ONE HUNDRED, inclusive,<br><br>Defendants. | No. 83-2-01720-7<br><br>DEFENDANT STATE OF OREGON'S OBJECTIONS TO REQUEST FOR PRODUCTION OF DOCUMENTS |

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maps, videotapes, tape recording
documents and other writings, wh
to any work done or contracted f
the Glen L. Jackson Memorial Br
or I-205, or any other arterial streets or highways, in
SR 14.

///



PORTLAND, OREGON 97204-1381
TELEPHONE 229-5725

RESPONSE: Overly broad, burdensome and oppressive. Without waiving the foregoing objection, defendant State of Oregon will make its records available for inspection (at the location of their storage or their return from storage) and copying (at plaintiff's expense) as follows:

Bridge Section records, at 329 Transportation Building, Salem, Oregon (including: consultant and State of Washington agreements; environmental impact statements; progress reports; Coast Guard and Corps of Engineers documents; permits, plans, contracts and specifications; schedules; preliminary design and engineering studies; design cost estimates; working drawings; newspaper clippings; project photos and films; inspection and weekly reports; feasibility report; pile group study; films; correspondence).

Right of Way Section records, at 120 Transportation Building, Salem, Oregon (property acquisition files).

Accounting Section records, at 3224 Capitol Street, N.E., Salem, Oregon (including: consultant and contractor payments; State of Washington billings; correspondence).

Maintenance Section records, at 885 Airport Road, Salem, Oregon (including: bridge inventory and inspection records; photographs; construction and maintenance agreements; permits; correspondence).

Location Unit records, at 200 Transportation Building, Salem, Oregon (including: preliminary, field

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TELEPHONE 229-5725

survey, alignment and location notes, studies and reports; correspondence).

Construction Office records, at 1158 Chemeketa Street, Salem, Oregon (including: change orders; progress estimates; cost analysis; final quantity and quality verifications; correspondence).

Region Office records, at 9002 S.E. McLoughlin Blvd., Milwaukie, Oregon (including: consultant agreements; inspection records; payment records; progress reports; change orders; photographs; permits; correspondence).

District Maintenance Office records, at 9002 S.E. McLoughlin Blvd., Milwaukie, Oregon (maintenance records and correspondence on roadway and signing).

Highway Construction Foreman's records, at 5315 N.E. 101st Avenue, Portland, Oregon (maintenance records and diaries; correspondence).

I-205 Project Manager's records for grading and paving, at 3700 S.E. 92nd Avenue, Portland.

Project Manager's records for south channel and substructure contracts, at 5821 N.E. Glisan, Portland, Oregon.

Project Manager's records for north channel contracts (superstructure, overlay and illumination), at 1919 N.W. Thurman Street, Portland, Oregon (including: contracts, change orders, plans and specifications;

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TELEPHONE 229-5725

progress reports; diaries; field notes; project photographs; inspection reports; monthly progress estimates; survey records; correspondence).

Bicycle Program records, at 200 Transportation Building, Salem, Oregon (including feasibility and evaluation reports; plans and drawings; correspondence).

Intergovernmental and Public Affairs records, at 140 Transportation Building, Salem, Oregon (including press releases; newspaper clippings; brochures; photographs).

Traffic Engineering Section records, at 504-A Transportation Building, Salem, Oregon (including: traffic volume and accident records; preliminary sign designing; correspondence).

Materials Section records, at Engineering Lab Building, 2950 State Street, Salem, Oregon (lab reports; field inspection reports).

Road Design Section records, at 200 Transportation Building, Salem, Oregon.

Commission Services Section records, at 121 Transportation Building, Salem, Oregon (including: contract documents; Transportation Commission records; correspondence).

State Highway Engineer's records, at 102 Transportation Building, Salem, Oregon.

///

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PORTLAND, OREGON 97204-1381
TELEPHONE 229-5725

Transportation Department general files, at 126 Transportation Building, Salem, Oregon (including: agreement correspondence; bid awards; bids; federal aid project agreements; field engineer reports; inspections; interdepartment correspondence; newspaper clippings; preliminary engineering data; price agreements; correspondence to and from: federal government, governor, individuals, insurance companies, intergovernmental agencies, senators and representatives).

REQUEST FOR PRODUCTION NO. 2. A listing of any and all persons, by name, job title; address and telephone number if any employee, and by name, address, telephone number if currently not an employee of defendant, who had anything to do with:

(a) The negotiation, drafting, signing amending, supplementation, or approval of any contract which relates directly or indirectly to the above-named bridge project;

(b) The assignment and/or supervision of the work done by defendant's employees or agents, and/or any independing contractors, on said bridge project; and

(c) The actual work done by defendant's employees or agents and/or any independent contractors, at any time, on said bridge project.

RESPONSE: Beyond the scope of CR 34, burdensome and oppressive for this responding defendant to identify any and all employees or former employees of the potentially thousands of such individuals who had anything to do with the building of the subject bridge. Without waiving the foregoing objection, defendant State of Oregon will respond to the request for identity

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PORTLAND, OREGON 97204-1301
TELEPHONE 229-5725

information regarding those individuals plaintiff identifies from the records described in response to Request for Production No. 1.

REQUEST FOR PRODUCTION NO. 3. Any and all records and documents concerning any business dealings of any kind between defendant, its employees or agents, and any of the other defendants to this lawsuit, which directly or indirectly relate in any way to the Glen L. Jackson Memorial Bridge, a/k/a/ Columbia River Bridge, or I-205, or any of its arterial streets or highways, such as SR 14, including those business dealings occurring before, during or after 1982.

RESPONSE: See response to Request for Production No. 1.

DATED this 9th day of August, 1984.

DAVE FROHNMAYER
Attorney General, State of Oregon

/s/

JOHN C. McLEAN
Assistant Attorney General
of Attorneys for Defendant
State of Oregon
500 Pacific Building
520 S.W. Yamhill Street
Portland, Oregon 97204
Telephone: (503) 229-5725

500 PACIFIC BUILDING
PORTLAND, OREGON 97204-1381
TELEPHONE 229-5725

CERTIFICATE OF MAILING

I hereby certify that I served the foregoing DEFENDANT STATE OF OREGON'S OBJECTIONS TO REQUEST FOR PRODUCTION OF DOCUMENTS on the following attorneys:

Daniel Sullivan
1010 Hoge Building
Seattle, Washington 98104
of Attorneys for Plaintiff

Howard Fischer
Assistant Attorney General
Temple of Justice
Olympia, Washington 98504
of Attorneys for defendant
State of Washington

Richard Brown
The Beli Building
722 Montgomery Street
San Francisco, California 94111
of Attorneys for Plaintiff

David Martin
400 Washington Building
Seattle, Washington 98101
of Attorneys for defendant
Peter Kiewit

James Thomas
4th Floor, Hoge Building
Seattle, Washington 98104
of Attorneys for defendant
Severdrup and Parcel

James Rohrback
14th Floor, IBM Building
Seattle, Washington 98101
of Attorneys for defendant
Tice Electric Co.

Thane Tienson
101 Cascade Building
215 West 12th
Vancouver, Washington 98660
of Attorneys for defendant
Coral Construction

by mailing to them a true and correct copy thereof, certified by me as such. I further certify that said copies were placed in sealed envelopes addressed to their last known addresses and deposited in the post office in Portland, Oregon on the 7th day of August, 1984, and that the postage thereon was prepaid.

/s/
JOHN C. McLEAN
Assistant Attorney General
of Attorneys for Defendant
State of Oregon

CERTIFICATE OF MAILING

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON

IN AND FOR THE COUNTY OF CLARK

| | |
|---|---|
| RUSSELL XAVIER FERNANDEZ,<br><br>Plaintiff,<br><br>v.<br><br>STATE OF WASHINGTON, ex rel DEPARTMENT OF HIGHWAYS; STATE OF OREGON, ex rel DEPARTMENT OF TRANSPORTATION; PETER KIEWIT & SONS, a corporation; SVERDRUP & PARCEL & ASSOC., a corporation; TICE ELECTRIC COMPANY, a corporation; CORAL CONSTRUCTION COMPANY, a corporation; and DOES ONE THROUGH ONE HUNDRED, inclusive,<br><br>Defendants. | No. 83-2-01720-7<br><br>DEFENDANT STATE OF OREGON'S OBJECTIONS TO REQUEST FOR PRODUCTION OF DOCUMENTS |

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///

SUITE 1400 PACIFIC BUILDING
PORTLAND, OREGON 97204-1381
TELEPHONE 229-5725

RESPONSE: Overly broad, burdensome and oppressive. Without waiving the foregoing objection, defendant State of Oregon will make its records available for inspection (at the location of their storage or their return from storage) and copying (at plaintiff's expense) as follows:

Bridge Section records, at 329 Transportation Building, Salem, Oregon (including: consultant and State of Washington agreements; environmental impact statements; progress reports; Coast Guard and Corps of Engineers documents; permits, plans, contracts and specifications; schedules; preliminary design and engineering studies; design cost estimates; working drawings; newspaper clippings; project photos and films; inspection and weekly reports; feasibility report; pile group study; films; correspondence).

Right of Way Section records, at 120 Transportation Building, Salem, Oregon (property acquisition files).

Accounting Section records, at 3224 Capitol Street, N.E., Salem, Oregon (including: consultant and contractor payments; State of Washington billings; correspondence).

Maintenance Section records, at 885 Airport Road, Salem, Oregon (including: bridge inventory and inspection records; photographs; construction and maintenance agreements; permits; correspondence).

Location Unit records, at 200 Transportation Building, Salem, Oregon (including: preliminary, field

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PORTLAND, OREGON 97204-1381
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survey, alignment and location notes, studies and reports; correspondence).

Construction Office records, at 1158 Chemeketa Street, Salem, Oregon (including: change orders; progress estimates; cost analysis; final quantity and quality verifications; correspondence).

Region Office records, at 9002 S.E. McLoughlin Blvd., Milwaukie, Oregon (including: consultant agreements; inspection records; payment records; progress reports; change orders; photographs; permits; correspondence).

District Maintenance Office records, at 9002 S.E. McLoughlin Blvd., Milwaukie, Oregon (maintenance records and correspondence on roadway and signing).

Highway Construction Foreman's records, at 5315 N.E. 101st Avenue, Portland, Oregon (maintenance records and diaries; correspondence).

I-205 Project Manager's records for grading and paving, at 3700 S.E. 92nd Avenue, Portland.

Project Manager's records for south channel and substructure contracts, at 5821 N.E. Glisan, Portland, Oregon.

Project Manager's records for north channel contracts (superstructure, overlay and illumination), at 1919 N.W. Thurman Street, Portland, Oregon (including: contracts, change orders, plans and specifications;

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progress reports; diaries; field notes; project photographs; inspection reports; monthly progress estimates; survey records; correspondence).

Bicycle Program records, at 200 Transportation Building, Salem, Oregon (including feasibility and evaluation reports; plans and drawings; correspondence).

Intergovernmental and Public Affairs records, at 140 Transportation Building, Salem, Oregon (including press releases; newspaper clippings; brochures; photographs).

Traffic Engineering Section records, at 504-A Transportation Building, Salem, Oregon (including: traffic volume and accident records; preliminary sign designing; correspondence).

Materials Section records, at Engineering Lab Building, 2950 State Street, Salem, Oregon (lab reports; field inspection reports).

Road Design Section records, at 200 Transportation Building, Salem, Oregon.

Commission Services Section records, at 121 Transportation Building, Salem, Oregon (including: contract documents; Transportation Commission records; correspondence).

State Highway Engineer's records, at 102 Transportation Building, Salem, Oregon.

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Transportation Department general files, at 126 Transportation Building, Salem, Oregon (including: agreement correspondence; bid awards; bids; federal aid project agreements; field engineer reports; inspections; interdepartment correspondence; newspaper clippings; preliminary engineering data; price agreements; correspondence to and from: federal government, governor, individuals, insurance companies, intergovernmental agencies, senators and representatives).

REQUEST FOR PRODUCTION NO. 2. A listing of any and all persons, by name, job title, address and telephone number if any employee, and by name, address, telephone number if currently not an employee of defendant, who had anything to do with:

(a) The negotiation, drafting, signing amending, supplementation, or approval of any contract which relates directly or indirectly to the above-named bridge project;

(b) The assignment and/or supervision of the work done by defendant's employees or agents, and/or any independing contractors, on said bridge project; and

(c) The actual work done by defendant's employees or agents and/or any independent contractors, at any time, on said bridge project.

RESPONSE: Beyond the scope of CR 34, burdensome and oppressive for this responding defendant to identify any and all employees or former employees of the potentially thousands of such individuals who had anything to do with the building of the subject bridge. Without waiving the foregoing objection, defendant State of Oregon will respond to the request for identity

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information regarding those individuals plaintiff identifies from the records described in response to Request for Production No. 1.

REQUEST FOR PRODUCTION NO. 3. Any and all records and documents concerning any business dealings of any kind between defendant, its employees or agents, and any of the other defendants to this lawsuit, which directly or indirectly relate in any way to the Glen L. Jackson Memorial Bridge, a/k/a/ Columbia River Bridge, or I-205, or any of its arterial streets or highways, such as SR 14, including those business dealings occurring before, during or after 1982.

RESPONSE: See response to Request for Production No. 1.

DATED this 9th day of August, 1984.

DAVE FROHNMAYER
Attorney General, State of Oregon

/s/
JOHN C. McLEAN
Assistant Attorney General
of Attorneys for Defendant
State of Oregon
500 Pacific Building
520 S.W. Yamhill Street
Portland, Oregon 97204
Telephone: (503) 229-5725

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PORTLAND, OREGON 97204-1381
TELEPHONE 229-5725

CERTIFICATE OF MAILING

I hereby certify that I served the foregoing DEFENDANT STATE OF OREGON'S OBJECTIONS TO REQUEST FOR PRODUCTION OF DOCUMENTS on the following attorneys:

Daniel Sullivan
1010 Hoge Building
Seattle, Washington 98104
of Attorneys for Plaintiff

Howard Fischer
Assistant Attorney General
Temple of Justice
Olympia, Washington 98504
of Attorneys for defendant
State of Washington

Richard Brown
The Beli Building
722 Montgomery Street
San Francisco, California 94111
of Attorneys for Plaintiff

David Martin
400 Washington Building
Seattle, Washington 98101
of Attorneys for defendant
Peter Kiewit

James Thomas
4th Floor, Hoge Building
Seattle, Washington 98104
of Attorneys for defendant
Severdrup and Parcel

James Rohrback
14th Floor, IBM Building
Seattle, Washington 98101
of Attorneys for defendant
Tice Electric Co.

Thane Tienson
101 Cascade Building
215 West 12th
Vancouver, Washington 98660
of Attorneys for defendant
Coral Construction

by mailing to them a true and correct copy thereof, certified by me as such. I further certify that said copies were placed in sealed envelopes addressed to their last known addresses and deposited in the post office in Portland, Oregon on the 7th day of August, 1984, and that the postage thereon was prepaid.

/s/
JOHN C. McLEAN
Assistant Attorney General
of Attorneys for Defendant
State of Oregon

CERTIFICATE OF MAILING

1979 Columbia R. Br. (N. Channel 890)
Superstruc.) Sec. of E. Ptld. Fwy.
(Structure) #14

| TO BE COMPLETED BY FHWA | | Form Approved; O M B No. 04-R2089 |
|---|---|---|
| MONTHLY TRANSACTION NUMBER G-188 | U.S. Department of Transportation **Federal Highway Administration** | State OREGON |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County MULTNOMAH |
| MODIFICATION NUMBER 1 | 9-25-84 | Project Number I-205-7(66)315 |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 14 , 1979 , is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 60,692,586 | $ 58,090,119 |
| Federal funds | $ 55,970,702 | $ 53,570,702 |
| Other revisions | | |

This modification is made for the following reasons: To reflect a decrease in construction engineering costs so as to release funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of September , 1984 .

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By _____

Manager, Program Section
*(Title)*

By FOR: H. S. Coulter, P.E.

State Highway Engineer
*(Title)*

By _____

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
*(Division Administrator)*

For: Dale E. Wicker

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 25, 1984

FEDERAL AID PROJECT NO. I-205-7(66)315

COLUMBIA RIVER BR. (N. CHANNEL SUPERSTRUCTURE
EAST PORTLAND FREEWAY HIGHWAY
MULTNOMAH COUNTY, OREGON & CLARK COUNTY, WASHINGTON

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
STRUCTURE BRIDGE NO. 9555

| | OREGON (Sta. 35+53.03 to Sta. 83+10) | WASHINGTON (Sta. 28+97.05 to Sta. 35+53.03) |
|---|---|---|
| Subtotals from Project Agreement Estimate of May 8, 1979 | $ 53,593,859.00 | $18,002,421.00 |
| Engineering | 4,496,260.00 | 2,250,808.00 |
| | $ 58,090,119.00 | $20,253,229.00 (No Change) |

SUMMARY OF FUNDS

| | PRO-RATA | TOTAL COST | FEDERAL FUNDS | STATE FUNDS |
|---|---|---|---|---|
| Oregon | (92.22%) | $58,090,119.00 | $53,570,702.00 | $4,519,417.00 |
| Washington | (90.64%) | 20,253,229.00 | 18,357,526.00 | 1,895,703.00 |
| TOTAL | | $78,343,348.00 | $71,928,228.00 | $6,415,120.00 |

| | | |
|---|---|---|
| Group 1 | Oregon | 74% |
| Group 8 | Oregon | 1% |
| Group 2 | Washington | 25% |

Contract No. 8905
Prefix: 626-1041

CL:pf

8905

STATE

OMB No. 04-R2089

| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO. [redacted] | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br><br>**FEDERAL-AID PROJECT AGREEMENT**<br><br>5-14-79 | State<br>Oregon<br>County<br>Multnomah<br>Project No.<br>I-205-7(66)315 |
|---|---|---|

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, Columbia River

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 9-18-78 | 0.901 |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 92.22%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 60,692,586.00 | $ 55,970,702.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E S Hunter
Assistant State Highway Engr.
*(Title)*

XX By For: H.S. Coulter
State Highway Engineer
*(Title)*

By _____
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
*(Division Administrator)*
For: G.L. Green

Date executed by Division Administrator MAY 14 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, May 8, 1979

Federal-Aid Project
No. I-205-7(66)315

COLUMBIA RIVER BR. (N. CHANNEL SUPERSTRUCTURE)
EAST PORTLAND FREEWAY HIGHWAY
MULTNOMAH COUNTY, OR AND CLARK COUNTY, WA

Project Agreement Estimate.

Type Code X081
Structure Br. #9555 (Oregon) (Sta. 35+53.03 to Sta. 83+10)
(Washington) (Sta. 28+97.05 to Sta. 35+53.03)

| | | |
|---|---|---|
| Mobilization | All Required | $ 7,000,000.00 |
| Structural Concrete, Class 3300 (370 cu.yd.) | All Required | 110,000.00 |
| Structural Concrete in Piers, Class 5000 (9,055 cu.yd.) | All Required | 5,000,000.00 |
| Structural Concrete in Superstructure, Unit #1 Class 5000 (44,335 cu.yd.) | All Required | 19,800,000.00 |
| Structural Concrete in Superstructure, Unit #2 Class 5000 (21,105 cu.yd.) | All Required | 6,160,000.00 |
| Structural Concrete in Superstructure, Unit #3 Class 5000 (16,015 cu.yd.) | All Required | 4,674,000.00 |
| Structural Concrete in Superstructure, Unit #4 Class 5000 (10,565 cu.yd.) | All Required | 3,083,000.00 |
| Structural Concrete in Superstructure, Unit #5 Class 5000 (7,795 cu.yd.) | All Required | 2,275,000.00 |
| Structural Concrete in Superstructure, Unit #6 Class 5000 (8,940 cu.yd.) | All Required | 4,580,000.00 |
| Reinforcement in Substructure (2,534,100 lbs.) | All Required | 2,500,000.00 |
| Reinforcement in Superstructure, Unit #1 (7,782,000 lbs.) | All Required | 3,436,000.00 |
| Reinforcement in Superstructure, Unit #2 (3,733,000 lbs.) | All Required | 1,000,000.00 |
| Reinforcement in Superstructure, Unit #3 (2,965,000 lbs.) | All Required | 800,000.00 |
| Reinforcement in Superstructure, Unit #4 (2,010,000 lbs.) | All Required | 550,000.00 |
| Reinforcement in Superstructure, Unit #5 (1,463,000 lbs.) | All Required | 400,000.00 |
| Reinforcement in Superstructure, Unit #6 (1,586,000 lbs.) | All Required | 430,000.00 |

Oregon State Highway Division
Salem, Oregon, May 8, 1979

Federal-Aid Project
No. I-205-7(66)315

| | | | |
|---|---|---|---|
| Miscellaneous Steel | All Required | | $ 440,000.00 |
| Bike Path Panels | All Required | | 400,000.00 |
| Prestressing Steel, Unit #1 (4,364,100 lbs.) | All Required | | 3,262,000.00 |
| Prestressing Steel, Unit #2 (2,049,300 lbs.) | All Required | | 1,600,000.00 |
| Prestressing Steel, Unit #3 (1,435,600 lbs.) | All Required | | 1,120,000.00 |
| Prestressing Steel, Unit #4 (962,500 lbs.) | All Required | | 750,000.00 |
| Prestressing Steel, Unit #5 (684,000 lbs.) | All Required | | 540,000.00 |
| Prestressing Steel, Unit #6 (798,500 lbs.) | All Required | | 625,000.00 |
| Reinforce Concrete Bridge End Panels | 366 Sq.Yd. | $ 30.00 | 10,980.00 |
| Floating Bearings, 22-inch Diameter | 16 Each | 2,600.00 | 41,600.00 |
| Floating Bearings, 24-inch Diameter | 16 Each | 2,600.00 | 41,600.00 |
| Floating Bearings, 26-inch Diameter | 16 Each | 2,600.00 | 41,600.00 |
| Floating Bearings, 30-inch Diameter | 8 Each | 2,600.00 | 20,800.00 |
| Two Tube Aluminum Railing | 11,480 Lin.Ft. | 24.50 | 281,260.00 |
| Concrete Parapet | 22,940 Lin.Ft. | 26.00 | 596,440.00 |
| Bridge Drainage System | All Required | | 15,000.00 |
| | | | $71,584,280.00 |

| | | |
|---|---|---|
| Anticipated Items | | |
| On the Job Trainees (15 @ $800) | All Required | $ 12,000.00 |
| | Subtotal | $71,596,280.00 |
| | Engineering & Contingencies | 8,949,535.00 |
| | Total | $80,945,815.00 |

Work Retained in Program Status
(Not included in amounts below)

| | | |
|---|---|---|
| Metal Hand Rail on Washington Approaches | All Required | $ 110,000.00 |
| Washington Sales Tax (Washington Obligation) | All Required | 918,123.00 |

Length of Structure (Oregon) - - - - - - - - 0.901 Mi.
Length of Structure (Washington) - - - - - 0.181 Mi.

Total Length - - - - - - - - - - - - - - - - - 1.082 Mi.

Oregon State Highway Division
Salem, Oregon, May 8, 1979

Federal-Aid Project
No. I-205-7(66)315

SUMMARY OF FUNDS

| | Pro Rata | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| Oregon | (92.22%) | $60,692,586 | $55,970,702 | $4,721,884 |
| Washington | (90.64%) | 20,253,229 | 18,357,526 | 1,895,703 |
| Total | | $80,945,815 | $74,328,228 | $6,617,587 |

For North Channel construction costs, our agreement with the State of Washington calls for prorating only items which can not with reasonable ease be identified as belonging to one state or the other. This means Unit 1 would be split between Oregon and Washington and Units 2-6 would belong to Oregon. Sales tax is all Washington's. Mobilization and engineering which are "percentage of construction" costs are distributed as a percentage of the cost of other items.ust 23, 1978.

Attached is a computation sheet showing an estimate of the State of Washington's share.

| | | |
|---|---|---|
| Group 1 | Oregon | 74% |
| Group 8 | Oregon | 1% |
| Group 9 | Washington | 25% |

Contract No. 8905

Prefix 626-1041

Oregon State Highway Division
Salem, Oregon, May 8, 1979

Federal-Aid Project
No. I-205-7(66)315

Columbia River Br. (N. Channel Superstructure)
E. Portland Freeway Highway
Multnomah Co. OR, and Clark Co, WA

Summary of Washington Share

Unit #1

| | | | | |
|---|---|---|---|---|
| Str. Conc. in Superstr. Unit #1, Class 5000 | | | $19,800.000 | |
| Rein. in Superstr. Unit #1 | | | 3,436,000 | |
| Prestressing Steel Unit #1 | | | 3,262,000 | |
| | | | $26,498,000 | |
| Washington Share 50% | | | | $13,249,000 |
| Piers 11 and 12 | | | | |
| Str. Conc. in Piers, Class 5000 | 3,176 cu.yd. | $ 552.18 | $ 1,753,723 | |
| Reinforce. in Substr. | 941,400 lbs. | 0.9865 | 928,691 | |
| | | | | $ 2,682,414 |
| Floating Bearings 30-inch Diameter | 8 each | $2,600.00 | $ 20,800 | |
| Miscellaneous Cost | (16.72% based on length) | | | |
| Bike Path Panels | All Required | | $ 400,000 | |
| Miscellaneous Steel | All Required | | 440,000 | |
| Two Tube Aluminum Railing | 11,480 lin.ft. | $ 24.50 | 281,260 | |
| Concrete Parapet | 22,940 Lin.Ft. | 26.00 | 596,440 | |
| Bridge Drainage System | All Required | | 15,000 | |
| | | | $ 1,732,700 | |
| | 16.72% | | | $ 289,707 |
| | | | | $16,241,921 |

Percent Construction Cost to Washington

* $\frac{16,241,921}{64,584,280}$ = 25.15%

| | |
|---|---|
| Mobilization $7,000,000 @ 25.15% | $ 1,760,500 |
| | $18,002,421 |

Oregon State Highway Division
Salem, Oregon, May 8, 1979

Federal-Aid Project
No. I-205-7(66)315

| | |
|---|---|
| Engineering and Contingencies<br>$8,949,535 @ 25.15% | $ 2,250,808 |
| | $20,253,229 |

Work Retained in Program Status
Washington Cost

| | |
|---|---|
| Metal Handrail on Wash. Appr. | $ 110,000 |
| Washington Sales Tax $18,002,421 @ 5.1% | 918,123 |

*NOTE: Total construction cost less mobilization.

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON

IN AND FOR THE COUNTY OF CLARK

| | |
|---|---|
| RUSSELL XAVIER FERNANDEZ,<br><br>Plaintiff,<br><br>v.<br><br>STATE OF WASHINGTON, ex rel DEPARTMENT OF HIGHWAYS; STATE OF OREGON, ex rel DEPARTMENT OF TRANSPORTATION; PETER KIEWIT & SONS, a corporation; SVERDRUP & PARCEL & ASSOC., a corporation; TICE ELECTRIC COMPANY, a corporation; CORAL CONSTRUCTION COMPANY, a corporation; and DOES ONE THROUGH ONE HUNDRED, inclusive,<br><br>Defendants. | NOTED<br>H.S.COULTER<br><br>No. 83-2-01720-7<br><br>DEFENDANT STATE OF OREGON'S OBJECTIONS TO REQUEST FOR PRODUCTION OF DOCUMENTS |

The defendant, State of Oregon, makes the following objections to plaintiff's request for production of documents as set forth below.

REQUEST FOR PRODUCTION NO. 1. Any and all records and documents, including but not limited to contracts, letters, memos, other correspondence, notes, transcripts, drawings, sketches, maps, videotapes, tape recordings, brochures, pamphlets, legal documents and other writings, which relate directly or indirectly to any work done or contracted for by defendant in relation to the Glen L. Jackson Memorial Bridge, a/k/a Columbia River Bridge or I-205, or any other arterial streets or highways, including SR 14.

///

JUSTICE BUILDING
PORTLAND, OREGON 97201-1381
TELEPHONE 229-5725

RESPONSE: Overly broad, burdensome and oppressive. Without waiving the foregoing objection, defendant State of Oregon will make its records available for inspection (at the location of their storage or their return from storage) and copying (at plaintiff's expense) as follows:

Bridge Section records, at 329 Transportation Building, Salem, Oregon (including: consultant and State of Washington agreements; environmental impact statements; progress reports; Coast Guard and Corps of Engineers documents; permits, plans, contracts and specifications; schedules; preliminary design and engineering studies; design cost estimates; working drawings; newspaper clippings; project photos and films; inspection and weekly reports; feasibility report; pile group study; films; correspondence).

Right of Way Section records, at 120 Transportation Building, Salem, Oregon (property acquisition files).

Accounting Section records, at 3224 Capitol Street, N.E., Salem, Oregon (including: consultant and contractor payments; State of Washington billings; correspondence).

Maintenance Section records, at 885 Airport Road, Salem, Oregon (including: bridge inventory and inspection records; photographs; construction and maintenance agreements; permits; correspondence).

Location Unit records, at 200 Transportation Building, Salem, Oregon (including: preliminary, field

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TELEPHONE 229-5725

survey, alignment and location notes, studies and reports; correspondence).

Construction Office records, at 1158 Chemeketa Street, Salem, Oregon (including: change orders; progress estimates; cost analysis; final quantity and quality verifications; correspondence).

Region Office records, at 9002 S.E. McLoughlin Blvd., Milwaukie, Oregon (including: consultant agreements; inspection records; payment records; progress reports; change orders; photographs; permits; correspondence).

District Maintenance Office records, at 9002 S.E. McLoughlin Blvd., Milwaukie, Oregon (maintenance records and correspondence on roadway and signing).

Highway Construction Foreman's records, at 5315 N.E. 101st Avenue, Portland, Oregon (maintenance records and diaries; correspondence).

I-205 Project Manager's records for grading and paving, at 3700 S.E. 92nd Avenue, Portland.

Project Manager's records for south channel and substructure contracts, at 5821 N.E. Glisan, Portland, Oregon.

Project Manager's records for north channel contracts (superstructure, overlay and illumination), at 1919 N.W. Thurman Street, Portland, Oregon (including: contracts, change orders, plans and specifications;

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TELEPHONE 229-5725

progress reports; diaries; field notes; project photographs; inspection reports; monthly progress estimates; survey records; correspondence).

Bicycle Program records, at 200 Transportation Building, Salem, Oregon (including feasibility and evaluation reports; plans and drawings; correspondence).

Intergovernmental and Public Affairs records, at 140 Transportation Building, Salem, Oregon (including press releases; newspaper clippings; brochures; photographs).

Traffic Engineering Section records, at 504-A Transportation Building, Salem, Oregon (including: traffic volume and accident records; preliminary sign designing; correspondence).

Materials Section records, at Engineering Lab Building, 2950 State Street, Salem, Oregon (lab reports; field inspection reports).

Road Design Section records, at 200 Transportation Building, Salem, Oregon.

Commission Services Section records, at 121 Transportation Building, Salem, Oregon (including: contract documents; Transportation Commission records; correspondence).

State Highway Engineer's records, at 102 Transportation Building, Salem, Oregon.

///

1001 PACIFIC BUILDING
PORTLAND, OREGON 97204-1301
TELEPHONE 229-5725

Transportation Department general files, at 126 Transportation Building, Salem, Oregon (including: agreement correspondence; bid awards; bids; federal aid project agreements; field engineer reports; inspections; interdepartment correspondence; newspaper clippings; preliminary engineering data; price agreements; correspondence to and from: federal government, governor, individuals, insurance companies, intergovernmental agencies, senators and representatives).

REQUEST FOR PRODUCTION NO. 2. A listing of any and all persons, by name, job title, address and telephone number if any employee, and by name, address, telephone number if currently not an employee of defendant, who had anything to do with:

(a) The negotiation, drafting, signing amending, supplementation, or approval of any contract which relates directly or indirectly to the above-named bridge project;

(b) The assignment and/or supervision of the work done by defendant's employees or agents, and/or any independing contractors, on said bridge project; and

(c) The actual work done by defendant's employees or agents and/or any independent contractors, at any time, on said bridge project.

RESPONSE: Beyond the scope of CR 34, burdensome and oppressive for this responding defendant to identify any and all employees or former employees of the potentially thousands of such individuals who had anything to do with the building of the subject bridge. Without waiving the foregoing objection, defendant State of Oregon will respond to the request for identity

500 PACIFIC BUILDING
PORTLAND, OREGON 97204-1381
TELEPHONE 229-5725

information regarding those individuals plaintiff identifies from the records described in response to Request for Production No. 1.

REQUEST FOR PRODUCTION NO. 3. Any and all records and documents concerning any business dealings of any kind between defendant, its employees or agents, and any of the other defendants to this lawsuit, which directly or indirectly relate in any way to the Glen L. Jackson Memorial Bridge, a/k/a/ Columbia River Bridge, or I-205, or any of its arterial streets or highways, such as SR 14, including those business dealings occurring before, during or after 1982.

RESPONSE: See response to Request for Production No. 1.

DATED this 9th day of August, 1984.

DAVE FROHNMAYER
Attorney General, State of Oregon

/s/

JOHN C. McLEAN
Assistant Attorney General
of Attorneys for Defendant
State of Oregon
500 Pacific Building
520 S.W. Yamhill Street
Portland, Oregon 97204
Telephone: (503) 229-5725

500 PACIFIC BUILDING
PORTLAND, OREGON 97204-1381
TELEPHONE 229-5725

CERTIFICATE OF MAILING

I hereby certify that I served the foregoing DEFENDANT STATE OF OREGON'S OBJECTIONS TO REQUEST FOR PRODUCTION OF DOCUMENTS on the following attorneys:

Daniel Sullivan
1010 Hoge Building
Seattle, Washington 98104
of Attorneys for Plaintiff

Howard Fischer
Assistant Attorney General
Temple of Justice
Olympia, Washington 98504
of Attorneys for defendant
State of Washington

Richard Brown
The Beli Building
722 Montgomery Street
San Francisco, California 94111
of Attorneys for Plaintiff

David Martin
400 Washington Building
Seattle, Washington 98101
of Attorneys for defendant
Peter Kiewit

James Thomas
4th Floor, Hoge Building
Seattle, Washington 98104
of Attorneys for defendant
Severdrup and Parcel

James Rohrback
14th Floor, IBM Building
Seattle, Washington 98101
of Attorneys for defendant
Tice Electric Co.

Thane Tienson
101 Cascade Building
215 West 12th
Vancouver, Washington 98660
of Attorneys for defendant
Coral Construction

by mailing to them a true and correct copy thereof, certified by me as such. I further certify that said copies were placed in sealed envelopes addressed to their last known addresses and deposited in the post office in Portland, Oregon on the 7th day of August, 1984, and that the postage thereon was prepaid.

/s/
JOHN C. McLEAN
Assistant Attorney General
of Attorneys for Defendant
State of Oregon

CERTIFICATE OF MAILING

# FIRE DISTRICT 10
East Multnomah County

1927 S.E. 174th Avenue
P.O. Box 16368
Portland, Oregon 97216

July 11, 1984

Mr. Fred Miller
Director
Department of Transportation
135 Transportation Building
Salem, OR 97310

Reference: Engineering-Construction Finance Agreement, Dry Main & Emergency Alarm System--Glenn Jackson Bridge

Dear Mr. Miller:

At its meeting of June 25, 1984, the Board of Directors of Fire District 10 signed the above referenced agreement relevant to the Glenn Jackson Bridge, Portland, Oregon.

Page 3 of this agreement, under "District Obligations," states, "Washington and Oregon shall be notified one week prior to any testing (of the dry main and/or emergency alarm system), and such testing cannot interfere with normal traffic use of the bridge."

The Board concurred during the review of this contractual agreement that they did not wish to postpone the signing of this long-awaited agreement, as our major concern is, of course, the safety of the public traveling the bridge. However, the Board does wish to go on record as stating that we believe ODOT priorities may be a little confused. If it would seem reasonable to interfere with normal traffic use of the bridge for such as a "Run Across the States" annually, it would therefore seem very reasonable to this Board to allow appropriate time in turn for inspecting this most important dry main and emergency alarm system.

RECEIVED
STATE HWY ENGR
JUL 16 '84
REFER TO Hunter
FOR
Info | Invest | R/D | O/R | Sign | Act | File
nd

NOTED
E. S. HUNTER
7-18-84

Sincerely,

Bud Emery, Chairman

James Worthington, Secretary

RECEIVED
DOT DIRECTOR
JUL 13 '84
REFER TO Coulter
FOR
Info | Invest | R/D | O/R | Sign | Act | File
X
EMERGENCY

cc: Governor Atiyeh
Mr. Ed Hardt, Regional Director, State Hwy. Div.
Clark County #5

STATE OF OREGON

# INTEROFFICE MEMO

TO: EDWARD L. HARDT
Metro Region Engineer

DATE: May 24, 1984

FROM: VICKIE ROCKER
Public Affairs Manager

SUBJECT: HARDESTY COMPLAINT

ON ~~ME~~ OE DDH CS
Metro Region
CO PA EM BUD LM

At your request I called Mrs. Hardesty (252-2007) of Maywood Park about 2 weeks ago.

I told her I was with your office and had read the file correspondence regarding her noise complaint. I referred to letters suggesting that she contact you, and since we had not heard from her I wanted to know if she did indeed want someone from this office to inspect the alleged damage to her home.

Her response was "no", that she had dealt with people from the Highway Division already and felt they were "obviously" not willing to help her. She made reference to a noise reading that was taken and said it was not valid and that she would probably request another reading this summer.

She was quite short with me, and said she was getting ready to go out of town and hung up on me.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 30 '84
REFER TO
FOR
Sec'y | Asst | E/D | D/R | Sec | Ast | File

VR/gw

cc: Pat Schwartz - Per your suggestion we Contacted Mrs. Hardesty.
ECH

cc: Jack Sollis
Cam Gilmour. } FYI

81-122-1307

STATE OF OREGON

# INTEROFFICE MEMO

TO: W. E. SCHWARTZ
Asst. State Highway Engineer

DATE: April 12, 1984

FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: E. E. HARDESTY COMPLAINT
City of Maywood
I-205

NOTED 4/18 DJS
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 13 '84
REFER TO
E. Hardt
FOR
Init | Instr | R/D | D/R | | | File

You forwarded a copy of a March 14 letter sent to Mrs. Hardesty from Eldon Green and asked: "What is the current story here?" I believe the key elements are as follows.

1. Under date of June 21, 1983 Cam Gilmour wrote to Mrs. Hardesty's attorney, Charles Adams, reporting that our noise level readings at the Hardesty residence indicated that we didn't believe the Hardestys were impacted by I-205 noise. The second part of this letter suggested that if the Hardestys would like to have the alleged cracks in their home inspected by the Highway Division, that they should contact me. No contact has ever been made.

2. Mr. Gilmour wrote back to Mr. Adams on June 30 clarifying some concerns he had about our noise level readings. He offered to do some additional noise level readings and gave his phone number, in case Mr. Adams wanted to discuss that with him. I'm not aware of anything that came out of that offer.

3. While the above was going on, under date of June 8, 1983 Gene St. Clair, Senior Right of Way Agent in the Glisan St. Right of Way office, wrote to Mr. Adams telling him that his May 25, 1983 letter, which started the whole thing, had been referred to Jack Sollis and that Mr. Sollis would be contacting him.

4. I don't know what happened between June 8 and January 30, 1984, however, on January 30 you were sent a letter from Jack Sollis indicating that he had never heard of the matter before and suggesting that the Highway Division should inspect the house to see if there was damage from the freeway, and also that we should do some noise studies. You forwarded Jack's letter up here and asked us to respond to Jack Sollis.

5. In my absence, on February 9 Bob Sandmann wrote to Jack and reported (a) that the noise issue had been reviewed and found to be below FHWA requirements and (b) we had not received any request in this office for an inspection of the Hardesty residence.

(over)

Ed- It looks like both your office & Mrs. Hardesty are waiting for each other to call. Why don't you make the 1st move. I agree w/Sandmann's assessment & don't expect any resolution of the problem but I think you should make the effort.

At this point, I am waiting to be invited by Mrs. Hardesty for a look at her alleged damage to her home. On two separate occasions (Cam Gilmour's June 21, 1983 letter to Attorney Adams and Eldon Green's March 14, 1984 letter to Mrs. Hardesty) that offer was made. I agree with Bob Sandmann's conclusion that most likely little would be gained by such an inspection; nevertheless, if Mrs. Hardesty wishes, we can have somebody do that. For your convenience I've attached copies of all of the correspondence that I've mentioned above.

ELH/cp

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION TEN
Room 412 Mohawk Building
708 S. W. Third Avenue
Portland, Oregon 97204

APR 1 0 1984

RECEIVED
STATE HWY ENG
MAR 19 '84
REFER TO
Services
FOR

| Info | Invest | R/D | D/R | Sign | Act |
|---|---|---|---|---|---|
| | | | | | ✓ |

March 14, 1984
IN REPLY REFER TO
HPP-010.2

Ed Hardt - What is the current story here?

Mrs. Hardesty
4338 N. E. Maywood
Portland, OR 97220

Dear Mrs. Hardesty:

Yesterday and today, we again discussed your concern about environmental (noise, fumes, and particles) and structural modifications of your home allegedly caused by the operation of I-205. You asked for a copy of our noise regulations; that is enclosed. You also asked me to summarize my telephone conversations with you.

On January 25 you called and informed me of problems at your home which I understood to be noise (perhaps due to the break in the noise barrier where the bike path was placed), vibrations (which you feel caused cracks in the house structure), and with a public nuisance problem of people who park on the dead-end street and party. As I recall, you indicated that certain weather conditions accentuated the noise levels. You asked if you should write your Congressman. I responded that I thought it might be premature to write your Congressman and suggested an alternative approach to resolving your concerns.

I contacted Mr. John Wichman, the Right-of-Way Officer in our Oregon Division Office, Salem, and requested that he investigate your complaint. On February 1 Mr. Wichman told me that a Mr. Schwartz informed him that the Metro Unit of ODOT will contact you to take noise readings and inspect your structure for vibration-caused damage. I called and informed you of that on February 1.

This doesn't agree with my

Yesterday you called me and informed me that no one had yet contacted you. I said I would check this and contact you again that day. I discussed this with Mr. Wichman, who contacted ODOT and reported the following back to me:

1. Your Attorney, Mr. Adams, wrote ODOT May 25, 1983 with a complaint.

2. Mr. Coulter (ODOT) responded to Mr. Adams that a noise study would be made.

3. On June 21, 1983, Mr. Gilmore (ODOT) wrote Mr. Adams saying that noise limits were within the bound of regulations.

4. On June 22, 1983, Mr. Adams responded that the study was improper as it was done at the wrong time.

5. On June 30, 1983, Mr. Gilmore replied that the study was performed at the peak hour.

6. A noise study performed in 1975 showed higher readings than the 1983 study.

7. ODOT indicated that it would not contact you again as it considers the case closed inasmuch as noise levels are within bounds and it has not determined that cracks in your structure were not in existence prior to the opening of the highway.

You asked what FHWA planned to do and I told you that there was little I could do if ODOT refuses to take further action. I did say to you that I would inform my Regional Administrator of ODOT's action.

You inquired as to what course you could take. My response was that I saw two courses if you wished to pursue this matter further. The first was that if you felt there was a constructive acquisition of your property (principally by structural deterioration from vibrations) you could institute an inverse condemnation action against ODOT. If you succeeded, your attorney fees would be paid by ODOT. I also said that you may wish to inform a political leader about this situation as you had originally intended to do on January 25.

Since our discussion, I think it may be well to try one more time to discuss this with the ODOT. I suggest that a first course of action would be for you to contact Mr. Ed Hardt, ODOT, Regional Engineer for Portland at 9002 S. E. McLoughlin Blvd., Milwaukie, Oregon 97222, 653-3090.

Sincerely yours,

M. Eldon Green
Regional Administration

By: Barry L. Peterson
Regional Appraisal and Acquisition Specialist

cc: D. Wilken, HDA-OR (2)

STATE OF OREGON

# INTEROFFICE MEMO

TO: JACK SOLLIS
Asst. Atty. General & Chief Counsel
Original Signed By
Robert A Sandmann

DATE: February 9, 1984

FROM: ROBERT A. SANDMANN
Metro Region Maintenance Engineer

| | | | | |
|---|---|---|---|---|
| OM | MRE | OE | PPM | CE |
| TOS | | | | ME |
| US | | | | PDM |
| CSA | Metro Region | | | TAM |
| SO | PA | EM | BUD | LM |

SUBJECT: R-47637
E. E. Hardesty

Attached are copies of correspondence in the Region file regarding subject complaint.

The noise issue has been reviewed and found to be below FHWA requirements.

No request has been received by this office inviting an inspection of the premises for cracks alleged to have been caused by vibration from traffic on I-205. I'm not convinced anything would be gained by an after the fact inspection.

I contacted Gene St. Clair at the Glisan Right of Way Office, and he informed me they have received no complaints of similar nature from others in the area living under similar conditions.

If you want this matter pursued further, please let me know what you want done.

At this point it appears we should totally deny any liability or responsibility.

RAS/gw
Attachment
cc W. E. Schwartz
J. B. Boyd

01-123-1307

STATE OF OREGON

# INTEROFFICE MEMO

TO: Pat Schwartz
Assistant State Highway Engineer

DATE: January 30, 1984

FROM: Jack L. Sollis
~~Assistant~~ Attorney General

SUBJECT: R-47637

Attached please find a letter from Gene St. Clair, our right of way agent and also a letter from Charles F. Adams, an attorney for Mr. and Mrs. Hardesty. Evidently this matter did not reach my office as I do not recall having asked anyone to do anything on it.

It would appear that the Division should inspect the house to see if there is any physical damage that could possibly caused by freeway traffic and also have some noise studies done to see what the noise levels are at the Hardesty residence during the busy times of the day.

As we have not done anything as of yet and it is rather old, it might be a good idea to ask Region to make the studies as quickly as possible.

JLS:lt

cc: J. B. Boyd
Rod Henry

RECEIVED
STATE HWY ENGR
FEB 1 '84
REFER TO
E. Hanes
FOR
Info | Init. | R/D | D R | Insp. | Rec.
✓

Didn't we deal w/this problem already? Please respond to Sollis.
E&E

VICTOR ATIYEH
GOVERNOR

# Department of Transportation
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. NV 7-3-1

June 30, 1983

Mr. Charles F. Adams
Stoel, Rives, Boley, Fraser
and Wyse Law Offices
900 S.W. Fifth Avenue
Portland, OR 97204

Dear Mr. Adams,

Your letter of June 22, 1983 expresses the concern that the noise level measured at the Hardesty residence on June 22, 1983, does not represent noise levels experienced at the Hardesty residence during rush hour traffic. I understand your concern, but would like to point-out that since the decibel scale is logarithmic, a doubling of the sound pressure source is required to cause a 3 decibel increase in noise levels. This means that even if I-205 freeway traffic doubled, only a 3 dBA increase would be realized.

Traffic counts on I-205 indicate that traffic volumes recorded during the time noise measurements were taken at the Hardesty's are close, if not higher, than those now being recorded on I-205 during the evening rush hour. Given this information, if you still want noise levels measured during the afternoon rush-hour, we will do so at your request. If you would like to discuss this matter further, please contact me at 378-8486.

Sincerely,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section
412 Transportation Building
Salem, OR 97310

CMG:dm

bc: Ed Hardt
Ed Hunter
Tim Thex

Form 734-3122

jerry file

# STOEL, RIVES, BOLEY, FRASER AND WYSE

(DAVIES, BIGGS, STRAYER, STOEL AND BOLEY)
(RIVES, BONYHADI & SMITH)


LAW OFFICES
900 S W FIFTH AVENUE
PORTLAND, OREGON 97204

(503) 224-3380
TELECOPIER (503) 220-2480



ALLAN R. ABRAVANEL
GAIL L. ACHTERMAN
CHARLES F. ADAMS
JEFFREY MICHAEL ALDEN
RICHARD E. ALEXANDER
RICHARD D. BACH
ERNEST BONYHADI, P.C.
HENRY C. BREITHAUPT
PHILLIP D. CHADSEY
HARRY S. CHANDLER
NANCY L. COWGILL
KAREN K. CREASON
E. JOSEPH DEAN
THOMAS R. DEERING, P.C.
JOHN DETJENS, III
BARNES H. ELLIS
EDWARD L. EPSTEIN, P.C.
HOWARD M. FEUERSTEIN
RICHARD A. FRANZKE
GEORGE M. FRASER, P.C.
GEORGE M. GALLOWAY
LEONARD A. GIRARD
WILLIAM J. GLASGOW
GERSHAM GOLDSTEIN
SUSAN P. GRABER
DAVID W. GREEN
RONALD S. GROSSMANN
CHARLES H. HABERNIGG, P.C.
ROBERT F. HARRINGTON, P.C.
JOHN R. HAY
RICHARD A. HAYDEN, JR.
DAVID G. HAYHURST, P.C.
HENRY H. HEWITT, P.C.
CHARLES F. HINKLE
ROBERT H. HUNTINGTON, P.C.
PETER R. JARVIS
VELMA JEREMIAH
RICHARD C. JOSEPHSON
JOEL D. KUNTZ
GREGORY M. MACPHERSON
DEXTER E. MARTIN
WILLIAM M. McALLISTER
CHARLES J. McMURCHIE
GEORGE R. MEIER, III
DAVID R. MILLER, P.C.
GREGORY R. MOWE
HARDY MYERS
THOMAS M. NELSON
THOMAS R. NICOLAI
MILO E. ORMSETH
TERRENCE R. PANCOAST
MARK H. PETERMAN
CAMPBELL RICHARDSON, P.C.
ROBERT L. RIDGLEY, P.C.
GEORGE D. RIVES, P.C.
LOIS D. ROSENBAUM
RICHARD E. ROY, P.C.
JOHN M. SCHWEITZER
PATRICK J. SIMPSON
HUGH SMITH, P.C.
THOMAS B. STOEL
STEPHEN S. WALTERS
JERE M. WEBB
CLARENCE R. WICKS
MARCUS WOOD
WILLIAM W. WYSE, P.C.

Counsel
DAVID L. DAVIES
HUGH L. BIGGS
MANLEY B. STRAYER
PAUL L. BOLEY

STEPHEN E. BABSON
GARY R. BARNUM
ANDREA BARTOLONI
MARGARET M. BAUMGARDNER
JOYCE M. BERNHEIM
RUTH A. BEYER
CONSTANCE HEIMS BLOCK
JOHN F. BRADACH
SANDRA WALD CAFFEE
D. KEVIN CARLSON
STUART CHESTLER
BERTRAND J. CLOSE
JOSEPH D. COHEN
CRAIG A. CRISPIN
FRANK DeCELIA
SUSAN R. EGGUM
MARK R. FEICHTINGER
JERRY R. FISH
RANDOLPH C. FOSTER
NANCY M. GANONG
ANDREW R. GARDNER
RICHARD S. GLEASON
BENNETT M. GOLDSTEIN
ARNOLD L. GRAY
STEPHEN L. GRIFFITH
KIRK R. HALL
JOHN J. HALLE
SUSAN M. HAMMER
JOYCE A. HARPOLE
PAMELA L. JACKLIN
GREGORY P. JENNER
CHRISTINE KITCHEL
THOMAS I. KRAMER
KATHERINE L. KUHN
CHARLES B. LEWIS, III
FREDERIC M. MAUWE
JUDITH L. MILLER
ROBERT J. MOORMAN
GREGORY C. NEWTON
MARK A. NORBY
MARGARET HILL NOTO
THOMAS R. PAGE
GUY A. PANDLES
LAUREL S. TERRY
DONNA J. VANDALL
JOHN M. VOLKMAN
BRIAN C. WALIKER
ROBERT S. WIDDIS
TIMOTHY J. WYLDER


June 22, 1983

OM MAE OE PPM CE
TOS RECEIVED IAE
US JUN 23 1983 HDM
CSA Metro Region TAM
SO PA EM BUD LM

Mr. Campbell M. Gilmour, Manager
Environmental Section
412 Transportation Building
Salem, OR 97310

Lake Rd. - Columbia R.
Interstate 205
Multnomah Co.

Dear Mr. Gilmour:

Thank you for your letter of June 21, 1983 and for reporting the results of the noise level studies done near the E. E. Hardesty residence. I do, however, have one concern.

According to your letter, the noise study was conducted between 11:20 and 11:40 a.m. on Thursday, June 2, 1983. A truer test of the efficiency of the sound wall and of the sound levels would be one which measures those levels during rush hour traffic. Not surprisingly, the Hardestys have reported that the noise levels experienced between roughly 4 p.m. and 10 p.m. on week days are the most problematic.

A noise study should be conducted at peak traffic hours because it is, after all, the purpose of the sound wall to contain sound not only during quieter hours, mid-day, but also during those periods when traffic is heaviest.

Very truly yours,

Charles F. Adams

Charles F. Adams

CFA:abb
cc w/encl: Mr. and Mrs. E. E. Hardesty

XC Ed Hunter
Ed Hardt

VICTOR ATIYEH
GOVERNOR

# Department of Transportation
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

OM MRE CE PPM CE
TCS RECEIVED MS
US JUN 22 1983 PDM
CSA Metro Region TAM
SO PA EM BUD LM

In Reply Refer to File No.:
ENV 3

June 21, 1983

Mr. Charles F. Adams
Stoel, Rives, Boley, Fraser and
Wyse Law Offices
900 S.W. Fifth Avenue
Portland, OR 97204

Dear Mr. Adams:

The Highway Division has completed an evaluation of noise levels at the E.E. Hardesty residence. Noise level measurements were taken on June 2, 1983, in the Hardesty's front yard. The measured level, computed from recordings taken during a twenty minute measurement period beginning at 11:20 a.m., was Leq 57 dBA. This level is well within the Federal Highway Administration's (FHWA) noise abatement level of Leq 67 dBA, and is low enough to indicate that the noise wall is working effectively.

You indicated that preliminary investigation suggests that noise levels at the Hardesty's are significantly higher than the level at the Rocky Butte Jail. Noise levels at Rocky Butte Jail exercise yard have been measured to be in the Leq 60-64 dBA range, somewhat higher than levels now occurring in the Hardesty's front yard.

We have an exterior noise level reading for a residence located at 4025 N.E. Maywood Place, taken during 1975, in conjunction with Interstate 205 environmental impact studies which were then underway. The noise level was measured as $L_{10}$ 68 dBA, which corresponds to an Leq reading of approximately 65 dBA.

In 1975 Maywood Place served through traffic, which accounts for levels higher than are now recorded with the street closed and with the noise barrier in place. On the basis of this information, current noise levels at the Hardesty residence are less than what they were prior to the closing of Maywood Place. In consideration of this evidence, we do not feel that noise attributable to the opening of the I-205 freeway has produced intolerable noise levels at the Hardesty residence.

Form 734-0122

In your May 25 letter you indicated that vibrations have produced cracks in the Hardesty home. If the Hardesty's would like these cracks inspected by the Highway Division, Ed Hardt, Metro Region Engineer, should be contacted (Phone: 653-3090).

If you would like to discuss these matters further, I can be contacted by phone at 378-8486.

Sincerely,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section
412 Transportation Building
Salem, OR 97310

CMG:lb

bc: H. S. Coulter
E. S. Hunter
W. E. Schwartz
E. L. Hardt

STATE OF OREGON

# INTEROFFICE MEMO

TO: W. E. SCHWARTZ
Asst. State Highway Engineer

DATE: June 9, 1983

FROM: EDWARD L. HARDE
Metro Region Engineer

SUBJECT: HARDESTY NOISE COMPLAINT
CITY OF MAYWOOD

OM MR OE PPM CE
TOS RECEIVED AE
US JUN 15 1983 PDM
CSA Metro Region TAM
SO PA EM BUD LM

Attorney Charles Adams, under date of May 25, wrote with a noise complaint regarding his clients, the Hardestys, in the city of Maywood. You sent a copy of that letter up here with a note requesting that we take noise levels and advise if they are acceptable, and advise the lawyer what we're doing. In the meantime, I'm told that the Environmental Section has drafted a response for Mr. Coulter's signature back to Mr. Adams. The status is that noise level readings have already been taken in Maywood in order to determine the effectiveness of our noise mitigation. Additional readings may be taken, if necessary, because of this specific complaint. Our preliminary findings are that the noise levels in Maywood are well within Federal standards. All this being the case, I've assumed that no further immediate action on my part is necessary regarding the letter from Mr. Adams.

Ed- You are correct. I was unaware that Environmental Sect. had been given this assignment.

ELH/cp

cc Cam Gilmour

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 13 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1307

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Metropolitan Branch
5821 N.E. GLISAN, PORTLAND, OREGON 97213

RECEIVED
JAN 27 1984
LEGAL

June 8, 1983

In Reply Refer to File No.:

File No: 47637
NE Sandy Blvd.-NE Glisan St. Section
East Portland Freeway

Charles F.Adams
Attorney at Law
Stoel, Rives, Boley, Fraser and Wyse
900 S. W. Fifth Avenue
Portland, Oregon 97204

Dear Mr. Adams:

Your letter regarding Mr. and Mrs. E. E. Hardesty residing at 4338 N. E. Maywood Place has been received. This letter has been forwarded to Jack Sollis, Chief Counsel for the Department of Transportation. Mr. Sollis will be contacting you in the near future regarding these matters.

You may direct future correspondence to Mr. Jack Sollis, Transportation Building, Salem, Oregon 97310. Mr. Sollis' phone number is 378-4259.

Sincerely,

Gene St. Clair
Senior R/W Agent

GSC:lb

cc: Jack Sollis
Rod Henry

STOEL RIVES, BOLEY, FRASER & WYSE
(DAVIES, BIGGS, STRAYER, STOEL AND BOLEY)

NOTED
JACK L. SMITH
6/7

ALLAN R. ABRAVANEL
GAIL L. ACHTERMAN
CHARLES F. ADAMS
JEFFREY MICHAEL ALDEN
RICHARD E. ALEXANDER
RICHARD D. BACH
ERNEST BONYHADI, P.C.
HENRY C. BREITHAUPT
PHILLIP D. CHADSEY
HARRY S. CHANDLER
NANCY L. COWGILL
KAREN R. CREASON
E. JOSEPH DEAN
CHARLES F. HINKLE
ROBERT M. HUNTINGTON, P.C.
PETER R. JARVIS
VELNA JEREMIAH
RICHARD C. JOSEPHSON
JOEL D. KUNTZ
GREGORY M. MACPHERSON
DEXTER E. MARTIN
WILLIAM M. McALLISTER
CHARLES J. McMURCHIE
GEORGE S. MEIER, III
DAVID P. MILLER, P.C.
GREGORY R. MOWE

Jef - Can we pick this up with the after noise study we're doing? If so, draft a letter for me for this guy. EH

ED -
CAM GILMOUR TELLS ME THAT A LETTER TO THIS ATTNY HAS ALREADY BEEN DRAFTED & WILL BE SIGNED BY COULTER. YOU HAVE BEEN COPIED. FOR YOUR INFO, NOISE MEASUREMENTS WERE TAKEN AT THE HARDESTY RES. & THEY WERE WELL BELOW FHWA GUIDELINES.
JEF

R
STAT

QUESTED

portation

#47637

RECEIVED
MAY 26 1983
Metro R/W Dept.

cy - Sollis
Ed - Have noise level on subject property checked & advise if they are at acceptable level. Also, advise this attorney what you plan to do & when. — Lee

5821 NE Glisan
Portland, OR 97213

Gentlemen:

My clients, Mr. and Mrs. E. E. Hardesty, live at 4338 NE Maywood Place in Portland. Their home is immediately adjacent to the I-205 freeway. There is also, in front of their home, a breach in the wall designed to contain freeway noise. That breach was created in order to accommodate a bike path. Since the opening of I-205 on December 15, 1982, the proximity of the freeway and the design of the soundwall have produced and continue to produce noise levels at the Hardestys' home which materially interfere with habitability. Preliminary investigation suggests that the noise level at the Hardestys' is significantly higher than the level which recently attracted public notoriety at Rocky Butte Jail. Vibrations have also produced cracks in the Hardestys' home.

The Oregon Supreme Court has expressly held that noise, even in the absence of physical damage or trespass, is actionable and will support recovery in inverse condemnation. Thornburg v. City of Portland, 233 Or 178, 376 P2d 100 (1953), appeal after remand, 244 Or 69, 415 P2d 750 (1966). In Thornburg, homeowners were granted compensation under inverse condemnation for noise levels experienced

at their home from both direct overflights (trespasses) and from noise produced by flights several hundred yards away (not trespassory).

The construction of the freeway and design of the soundwall in front of the Hardestys' home has resulted in the taking of their property. Just compensation is owed.

The Hardestys are and have been willing to negotiate a solution to this problem. It might be in the interests of both parties to conduct noise-level studies at the Hardestys' home. Those studies will confirm the intolerable levels which have materially interferred with the use and enjoyment of their property.

Without taking a position as to whether this just compensation claim comes within the Tort Claim Act, we present this claim in satisfaction of the formal notice requirements of ORS 30.275. A claim for just compensation is being asserted against the State and if negotiations fail, an action will be commenced. The taking complained of occurred on or after December 13, 1982 with the opening of the I-205 bridge over the Columbia River. Correspondence concerning this claim should be sent to the undersigned at this office.

Please contact me if you have any questions.

Sincerely yours,

Charles F. Adams

Charles F. Adams

CFA:mad
cc: State of Oregon
Highway Division
Transportation Building
Salem, OR 97310

Mr. Gene L. St. Clair
Relocation Agent

Ms. Jane Huston, Director
Department of General Services

Mr. and Mrs. E. E. Hardesty

OM MAR PPM CE
TCS RECEIVED ME
US JUN - 9 1983 PDM
CSA Metro Region TAM
SO PA BUD LM

June 7, 1983

Mr. Charles F. Adams
Stoel, Rives, Boley, Fraser
and Wyse Law Offices
900 S.W. Fifth Avenue
Portland, OR 97204

Your letter of May 25, 1983, concerning Mr. and Mrs. E. E. Hardestys' home has been received. You indicate that the Hardestys are experiencing high noise levels at their residence since the opening of the I-205 freeway, and that vibrations have produced cracks in their home. You conclude that the construction of the freeway and design of the soundwall fronting the Hardestys' home has resulted in a taking of their property, and that just compensation is owed.

We are already in the process of evaluating noise levels in the vicinity of Maywood Place, including the Hardesty residence, as requested by Maywood Park Mayor Don Cobb. When the results of this evaluation are known, we will provide you with our findings for the Hardesty residence.

We are most interested in working with the Hardestys to help resolve the problem. Appropriate staff is available to discuss this matter further at your request.

/S/ E S H
H. S. Coulter
State Highway Engineer

CMG:lb 1t

bc E. S. Hunter
E. L. Hardt
W. E. Schwartz
C. M. Gilmour
J. L. Sollis

STOEL, RIVES, BOLEY, FRASER & WYSE
(DAVIES, BIGGS, STRAYER, STOEL AND BOLEY)
(RIVES, BONYHADI & SMITH)

LAW OFFICES
900 S W FIFTH AVENUE
PORTLAND, OREGON 97204

(503) 224-3380
TELECOPIER (503) 220-2480

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LEONARD A. GIRARD
WILLIAM J. GLASGOW
GERSHAM GOLDSTEIN
SUSAN P. GRABER
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THOMAS M. NELSON
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MILO E. ORMSETH
TERRENCE R. PANCOAST
MARK H. PETERMAN
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LOIS D. ROSENBAUM
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JOHN M. SCHWEITZER
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HUGH SMITH, P.C.
THOMAS B. STOEL
STEPHEN S. WALTERS
JERE M. WEBB
CLARENCE R. WICKS
MARCUS WOOD
WILLIAM W. WYSE, P.C.

Counsel
DAVID L. DAVIES
HUGH L. BIGGS
HANLEY B. STRAYER
PAUL L. BOLEY

STEPHEN E. BABSON
GARY R. BARNUM
ANDREA BARTOLONI
MARGARET M. BAUMGARDNER
JOYCE M. BERNHEIM
RUTH A. BEYER
CONSTANCE HEMS BLOCK
JOHN F. BRADACH
SANDRA WALD CAFFEE
D. KEVIN CARLSON
STUART CHESTLER
BERTRAND J. CLOSE
JOSEPH B. COHEN
CRAIG A. CRISPIN
FRANK S. DELIA
SUSAN R. EGGUM
MARK R. FEICHTINGER
JERRY R. FISH
RANDOLPH C. FOSTER
NANCY M. GANONG
ANDREW R. GARDNER
RICHARD S. GLEASON
BENNETT H. GOLDSTEIN
ARNOLD L. GRAY
STEPHEN L. GRIFFITH

ERIK R. HALL
JOHN J. HALLE
SUSAN M. HAMMER
JOYCE A. HARPOLE
PAMELA L. JACKLIN
GREGORY P. JENNER
CHRISTINE KITCHEL
THOMAS L. KRAMER
KATHERINE L. KUHN
CHARLES S. LEWIS, III
FREDERIC M. MAUHS
JUDITH L. MILLER
ROBERT J. MOORMAN
GREGORY C. NEWTON
MARK A. NORBY
MARGARET HILL NOTO
THOMAS R. PAGE
GUY A. RANDLES
LAUREL S. TERRY
DONNA J. VANDALL
JOHN M. VOLKMAN
BRIAN S. WALIDER
ROBERT S. WIGGINS
TIMOTHY J. WYLDER

May 25, 1983

#47637

RECEIVED
MAY 26 1983
Metro R/W Dept.

REGISTERED MAIL
RETURN RECEIPT REQUESTED

State of Oregon
Department of Transportation
Highway Division
Right of Way
5821 NE Glisan
Portland, OR 97213

Gentlemen:

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Please contact me if you have any questions.

Sincerely yours,

Charles F. Adams

Charles F. Adams

CFA:mad
cc: State of Oregon
Highway Division
Transportation Building
Salem, OR 97310

Mr. Gene L. St. Clair
Relocation Agent

Ms. Jane Huston, Director
Department of General Services

Mr. and Mrs. E. E. Hardesty

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Charles F. Adams

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cc: State of Oregon
Highway Division
Transportation Building
Salem, OR 97310

Mr. Gene L. St. Clair
Relocation Agent

Ms. Jane Huston, Director
Department of General Services

Mr. and Mrs. E. E. Hardesty

STATE OF OREGON

# INTEROFFICE MEMO

TO: H. S. COULTER
State Highway Engineer

DATE: March 13, 1984

FROM: ALLAN C. HARROCE
Region Operations Engineer

NOTED
H. S. COULTER

SUBJECT:

copy to PUB 3

Returned herewith is the proposal for mounting the ASCE awards plaque. Also, an additional letter from Dave Beadling concerning some modifications they want to make to the plaque; specifically, increasing the size.

Also enclosed are some polaroid shots of the existing Jackson plaque. On some of them I have taped a map up that's approximately 12"x20", the size of the plaque that ASCE proposes to mount either below the Jackson plaque or on a pedestal opposite the Jackson plaque.

ACH:sly
Enclosures

Placement under existing
APPROVED-
STATE HIGHWAY ENGINEER
DATE: 3-22-84

RECEIVED
STATE HWY ENGR
MAR 14 '84
REFER TO
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

81-125-1387

# OREGON SECTION
## of the American Society of Civil Engineers

Address Reply to:

0112 S.W. Pennoyer Street
Portland, Oregon 97201

March 6, 1984

Allan C. Harwood
Region Operations Engineer
Metro Region
Oregon Highway Division
9002 S.E. McLoughlin Boulevard
Milwaukie, Oregon 97222

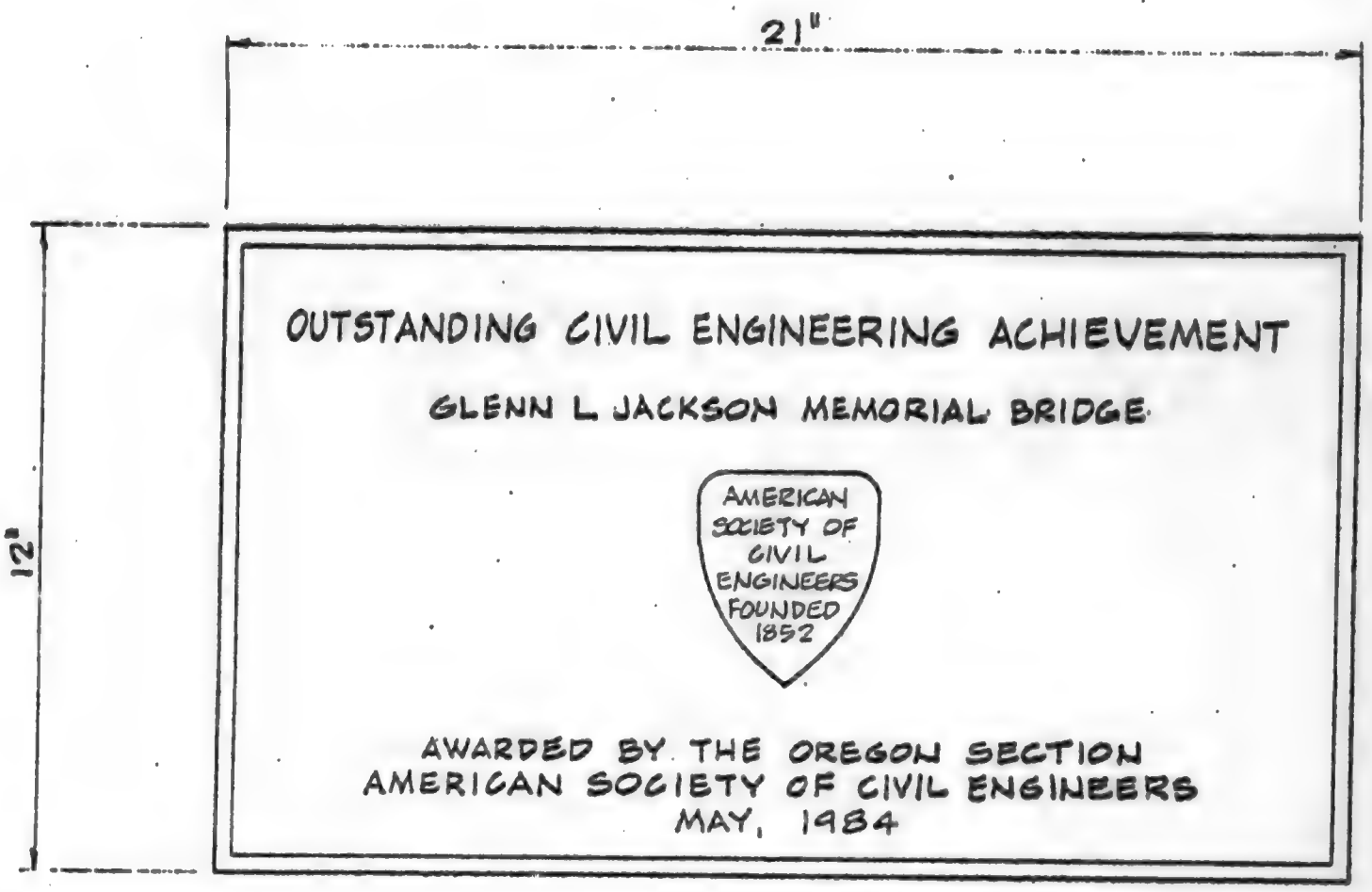
Objections have been raised regarding the omission of the line "Glenn L. Jackson Memorial Bridge" from the plaque and also the absence of the date of the award. The enclosed sketch shows the plaque in its final form with these two faults remedied. It is felt that the twelve-inch height is not too great to fit comfortably beneath the memorial plaque.

Should you have any suggestions regarding the details of the plaque, please let me know as soon as possible as we must place the order now in order to give Oregon Brass Works ample lead time.

Dave Beadling
David R. Beadling

Encl.

cc: Dave Driscoll




PLAQUE
3" = 1'-0"

FINISH: STANDARK-K
LETTERS: CLASSIC FLAT FACE
BORDER: NO. 2
TEXTURE: MED. PEBBLE

21"

OUTSTANDING CIVIL ENGINEERING ACHIEVEMENT

GLENN L. JACKSON MEMORIAL BRIDGE

AMERICAN SOCIETY OF CIVIL ENGINEERS FOUNDED 1852

AWARDED BY THE OREGON SECTION
AMERICAN SOCIETY OF CIVIL ENGINEERS
MAY, 1984

] ½"

] ⅜"

4"

] ⅜"

⅜"

PLAQUE
3" = 1'-0"

ANDARK-K
ASSIC FLAT FACE
2
ED. PEBBLE

STATE OF OREGON

# INTEROFFICE MEMO

Al. Get copy of Jackson plaque so we can imagine one below. Scott

TO: H. S. COULTER
State Highway Engineer

DATE: March 2, 1984

FROM: ALLAN C. HARWOOD
Region Operations Engineer

SUBJECT: I-205 COLUMBIA RIVER (GLENN JACKSON) BRIDGE

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
MAR 5 '84
REFER TO
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

The Glenn Jackson Bridge was selected by the Oregon Section of the American Society of Civil Engineers, as the outstanding engineering achievement in 1983 for this area and as such was nominated for regional and national honors.

It was not selected at the region level--we were beat out by the Tacoma Dome, however, the Oregon Section would like to present us with a plaque and have it mounted on the structure honoring the bridge as their selection for the outstanding engineering award.

Dave Beadling, who is in charge of the selection, and I went out on the bridge to see where the plaque could be mounted. I told him I thought that we would probably favor mounting it immediately below the Jackson memorial plaque, however, I pointed out as an alternate location the opposite side of the bicycle path, with a similar mounting to that used for the Jackson plaque.

Dave took these suggestions back to the Oregon Section and the result was the enclosed February 17, 1984 letter indicating that they prefer the higher mounting on a separate pedestal, opposite the Jackson plaque.

In a telephone conversation I suggested that we would probably still prefer the location below the Jackson plaque. As a result Dave wrote me the letter of February 23.

On each of Dave's letters there is a sketch showing how the plaque would be mounted. Clair Kuiper, Bridge Maintenance Superintendent, investigated what would be required to construct a pedestal and I have enclosed a copy of his handwritten memo in which he indicates the cost to be about $750.

At the present time the rail is continuous through the area where the pedestal would be constructed. We would have to cut the rail and then build the existing concrete parapet up to match the parapet where the Jackson plaque is mounted.

To mount the plaque under the Jackson plaque, would probably cost about $250 and would require removal of surface concrete to inset the plaque and drilling of anchor holes.

Can you advise of the Department's position in this matter?

ACH/b

01-125-1387

# OREGON SECTION
## of the American Society of Civil Engineers

February 23, 1984

Address Reply to:

0112 S.W. Pennoyer Street
Portland, Oregon 97201

Allan C. Harwood
Region Operations Engineer
Metro Region
Oregon Highway Division
9002 S.E. McLoughlin Boulevard
Milwaukie, Oregon 97222

Enclosed is a sketch showing a second Glenn Jackson Bridge plaque (Alternate "B"). It is shown mounted directly beneath the memorial plaque in an accompanying sketch. With the ASCE plaque so close to the memorial plaque, the line "Glenn L. Jackson Memorial Bridge" seems superfluous and has been omitted. This allows a reduction in height and makes the plaque fit the space a little better.

As we discussed on the phone today, the Oregon Section shares your feeling that the ASCE plaque should be subordinate to the memorial plaque. We can easily understand the concern that providing a separate pedestal might give our plaque too great a prominence. Our committee considered the two alternates and recommended the separate pedestal solely because it put the plaque a little nearer eye level.

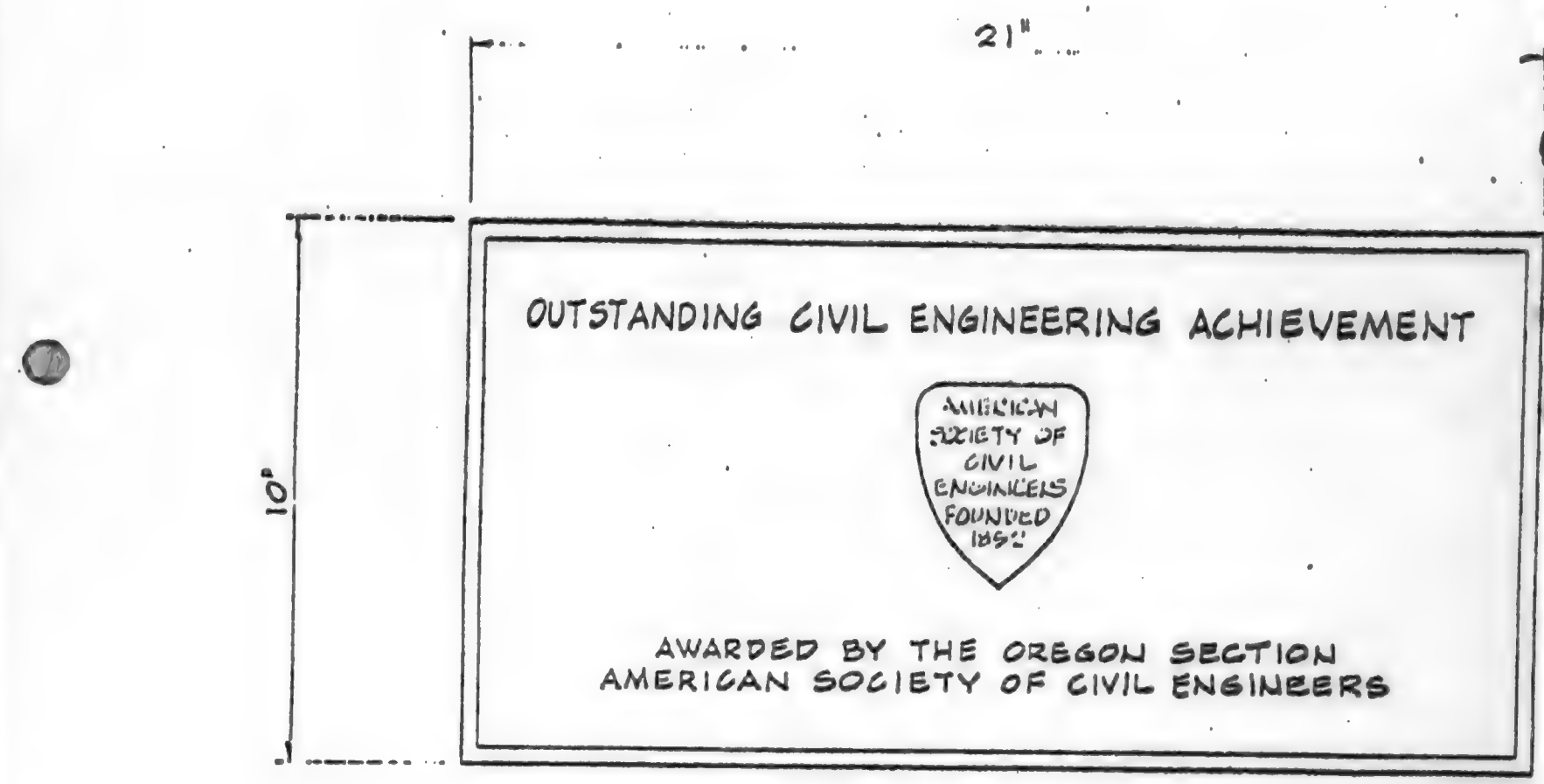
We are most anxious to provide the Highway Division with a plaque that will harmonize with the memorial plaque and welcome your suggestions regarding size, style, proportions, placement, etc.

David R. Beadling

David R. Beadling

Encl.

cc: Dave Driscoll




PLAQUE "B"
3" = 1'-0"

FINISH: STANDARK-K
LETTERS: CLASSIC FLAT FACE
BORDER: NO. 2
TEXTURE: MED. PEBBLE

21"

OUTSTANDING CIVIL ENGINEERING ACHIEVEMENT

AMERICAN SOCIETY OF CIVIL ENGINEERS FOUNDED 1852

AWARDED BY THE OREGON SECTION
AMERICAN SOCIETY OF CIVIL ENGINEERS

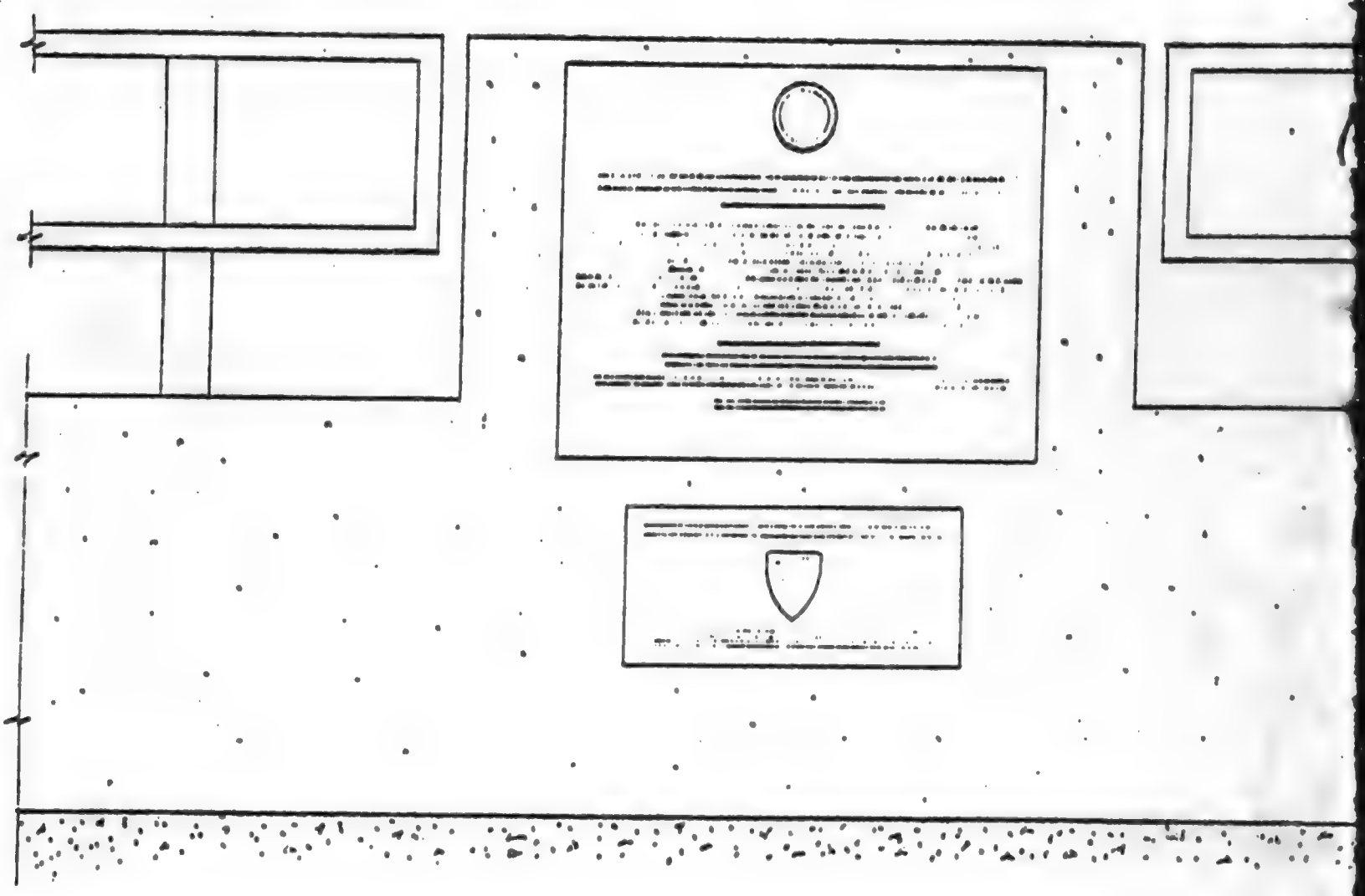
] ½"

4"

] ⅜"

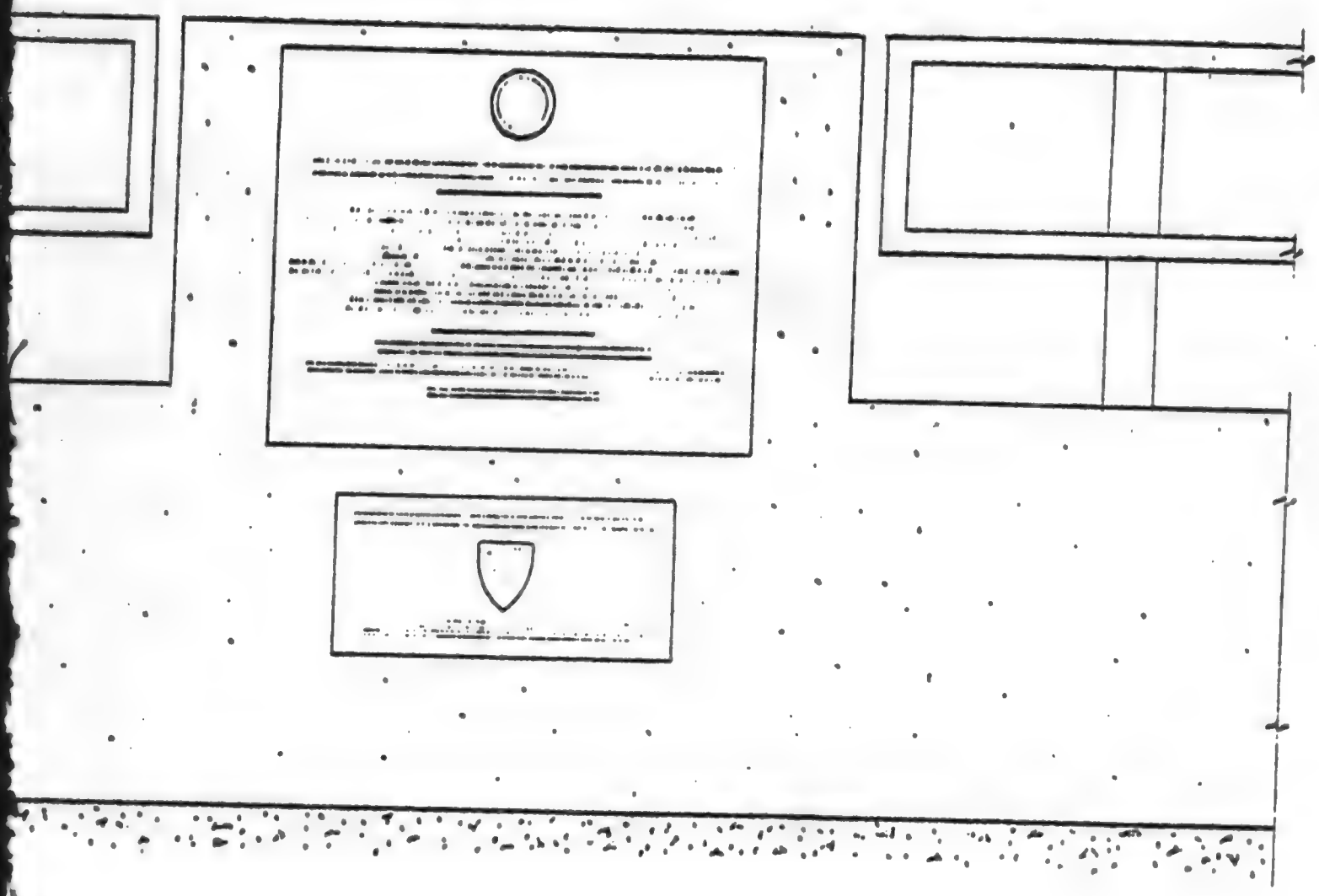
PLAQUE "B"
3" = 1'-0"

DARK-K
SIC FLAT FACE
2
PEBBLE

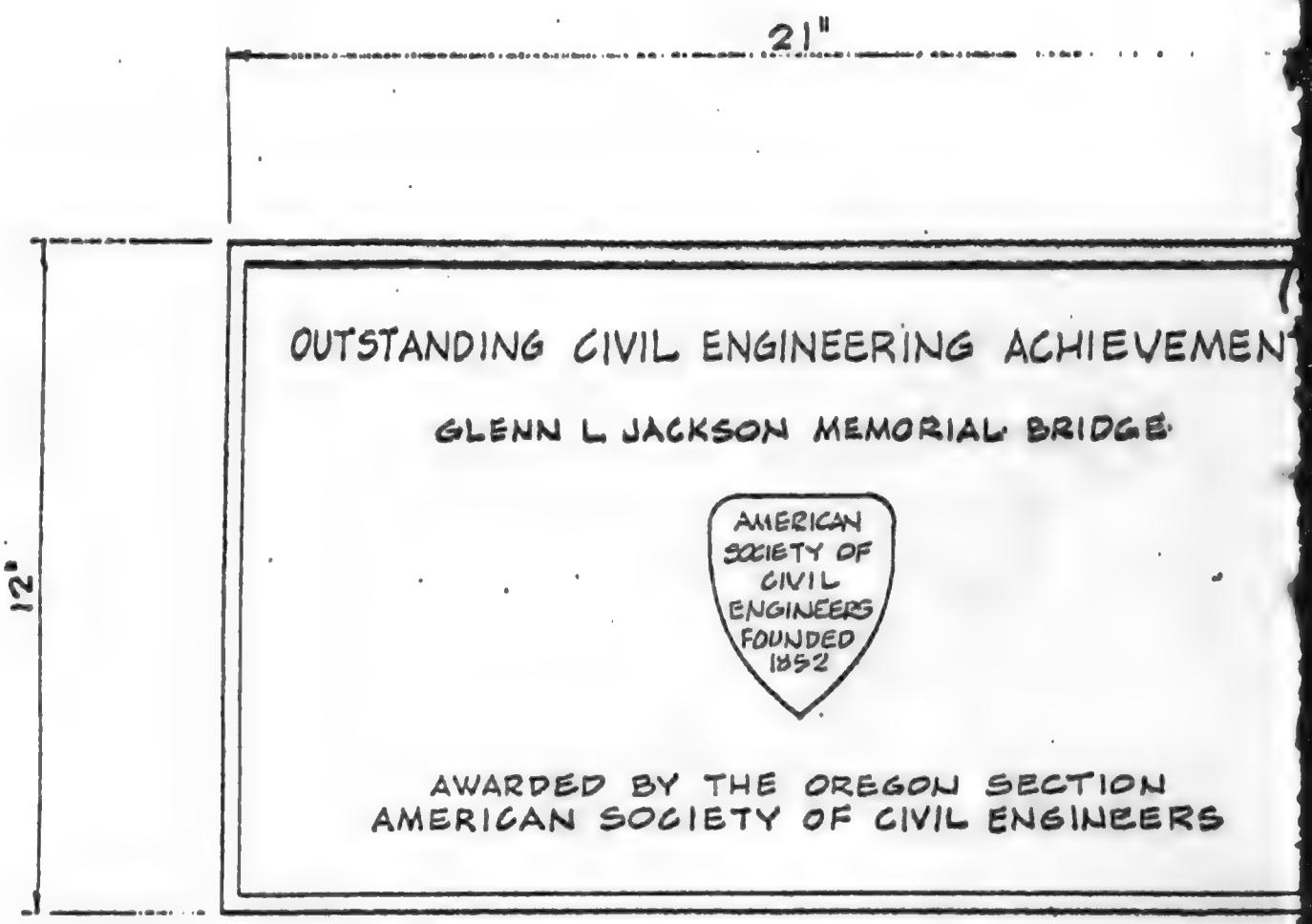


PLAQUE "B" BELOW MEMORIAL PLAQUE

1" = 1'-0"



BELOW MEMORIAL PLAQUE


21"
12"
OUTSTANDING CIVIL ENGINEERING ACHIEVEMEN
GLENN L JACKSON MEMORIAL BRIDGE
AMERICAN SOCIETY OF CIVIL ENGINEERS FOUNDED 1852
AWARDED BY THE OREGON SECTION
AMERICAN SOCIETY OF CIVIL ENGINEERS

PLAQUE "A"
3" = 1'-0"

FINISH: STANDARK-K
LETTERS: CLASSIC FLAT FACE
BORDER: NO. 2
TEXTURE: MED. PEBBLE

21"

TANDING CIVIL ENGINEERING ACHIEVEMENT ] ½"

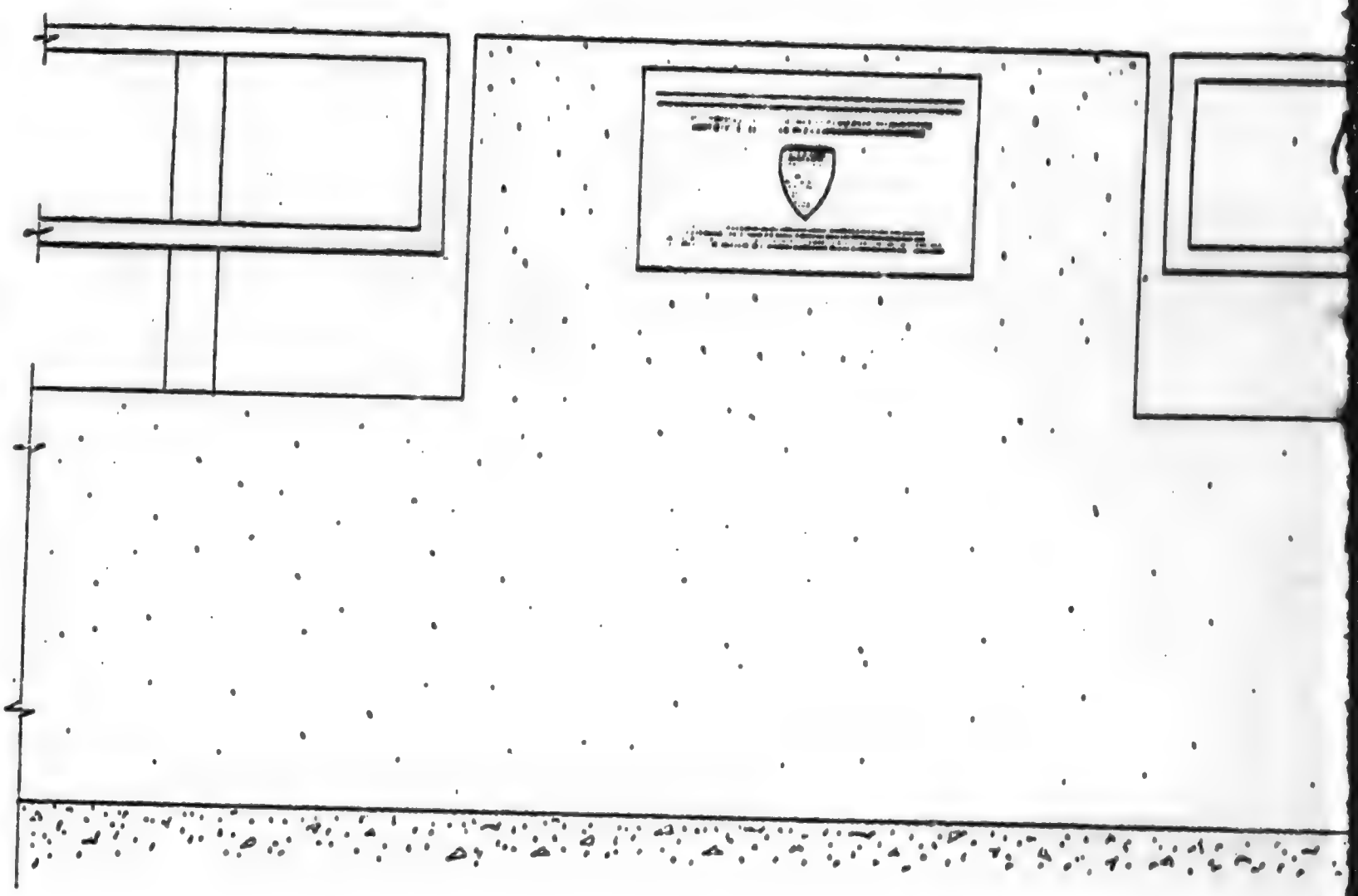
GLENN L. JACKSON MEMORIAL BRIDGE ] ⅜"

AMERICAN SOCIETY OF CIVIL ENGINEERS FOUNDED 1852 ] 4"

AWARDED BY THE OREGON SECTION
AMERICAN SOCIETY OF CIVIL ENGINEERS ] ⅜"

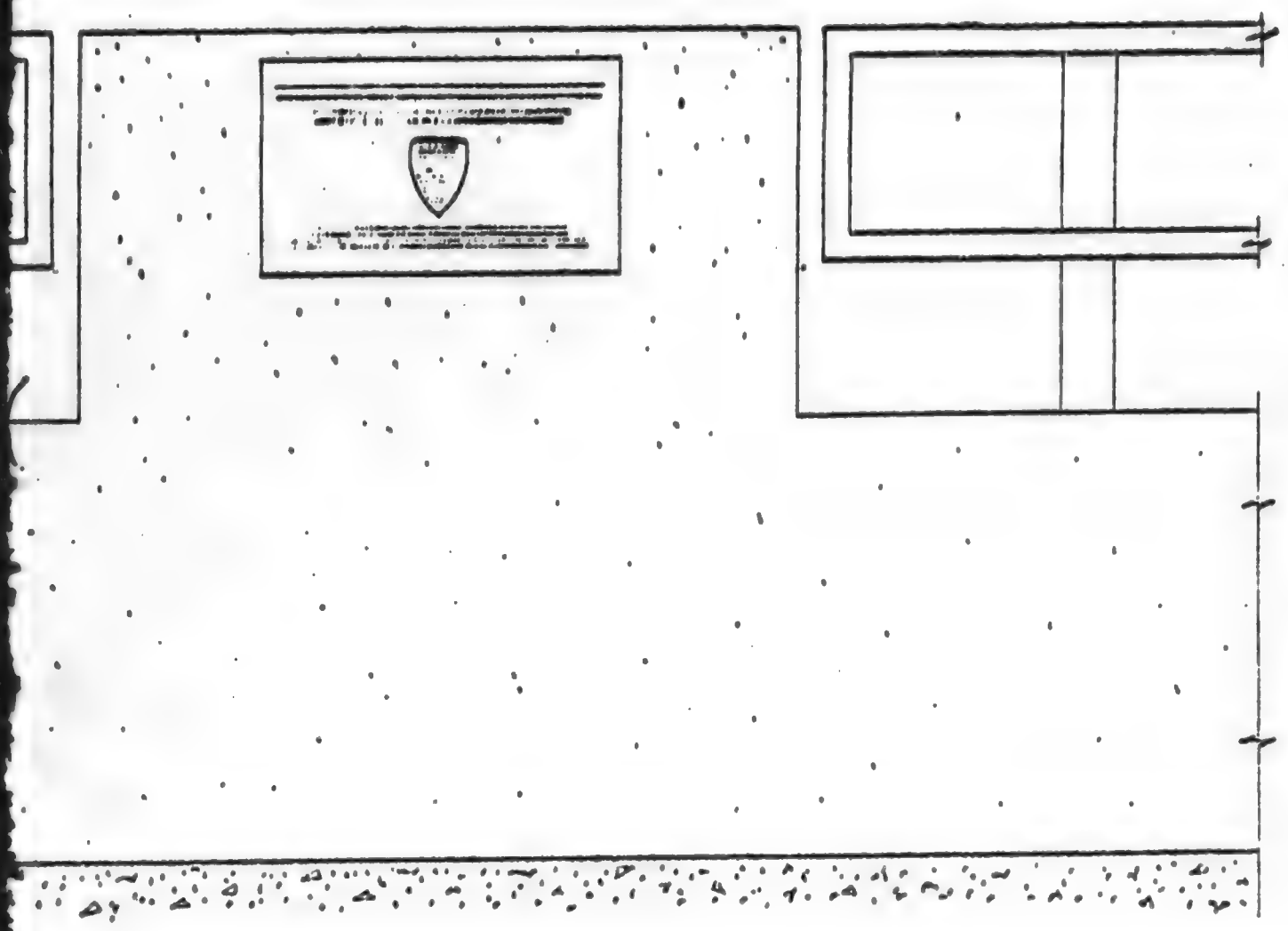
PLAQUE "A"
3" = 1'-0"

FACE



PLAQUE 'A' ON NEW CONCRETE PEDESTAL OPPOSITE MEM

1" = 1'-0"



N NEW CONCRETE PEDESTAL OPPOSITE MEMORIAL PLAQUE

Al Harwood

2-28-84

Re: ASCE Glenn Jackson Bridge Plaque.

Shouldn't be any problem with installing the plaque, if the concrete pedestal in the handrail can be offset about 18" to the north. This would make the pedestal, etc line up with the bridge shrew. The Aluminum bridge pedestrian rail would also match for the ASCE Plaque with the existing Glenn Jackson Bridge Plaque.

The existing rail would be cut and re-welded as shown on the plan matching the existing.

It should cost less then $750.00 to do the wor

Clair Kuijper

# OREGON SECTION
## of the American Society of Civil Engineers

February 17, 1984

Address Reply to:

0112 S.W. Pennoyer Street
Portland, Oregon 97201

Allan C. Harwood
Region Operations Engineer
Metro Region
Oregon Highway Division
9002 S.E. McLoughlin Boulevard
Milwaukie, Oregon 97222

Enclosed are a sketch of the proposed Glenn Jackson Bridge plaque and one showing it mounted. The Oregon Section recommends mounting it on a separate concrete pedestal in the handrail opposite the memorial plaque.

I am also enclosing a copy of the memorial plaque drawing for comparison. We plan to have Oregon Brass Works make the plaque, so the two should be similar in appearance.

The Section Board liked your suggestion of a presentation during National Transportation Week in May and would like to hold it then.

Please call if you have any questions or suggestions. We would welcome your comments.

Dave Beadling
David R. Beadling

Encl.

cc: Dave Driscoll

21"

12"

OUTSTANDING CIVIL ENGINEERING ACHIEVEMENT

GLENN L. JACKSON MEMORIAL BRIDGE

AMERICAN SOCIETY OF CIVIL ENGINEERS FOUNDED 1852

AWARDED BY THE OREGON SECTION
AMERICAN SOCIETY OF CIVIL ENGINEERS

3" = 1'-0"

FINISH: STANDARK-K
LETTERS: CLASSIC FLAT FACE
BORDER: NO. 2
TEXTURE: MED. PEBBLE

21"

OUTSTANDING CIVIL ENGINEERING ACHIEVEMENT

GLENN L JACKSON MEMORIAL BRIDGE

AMERICAN SOCIETY OF CIVIL ENGINEERS FOUNDED 1852

AWARDED BY THE OREGON SECTION
AMERICAN SOCIETY OF CIVIL ENGINEERS

½"

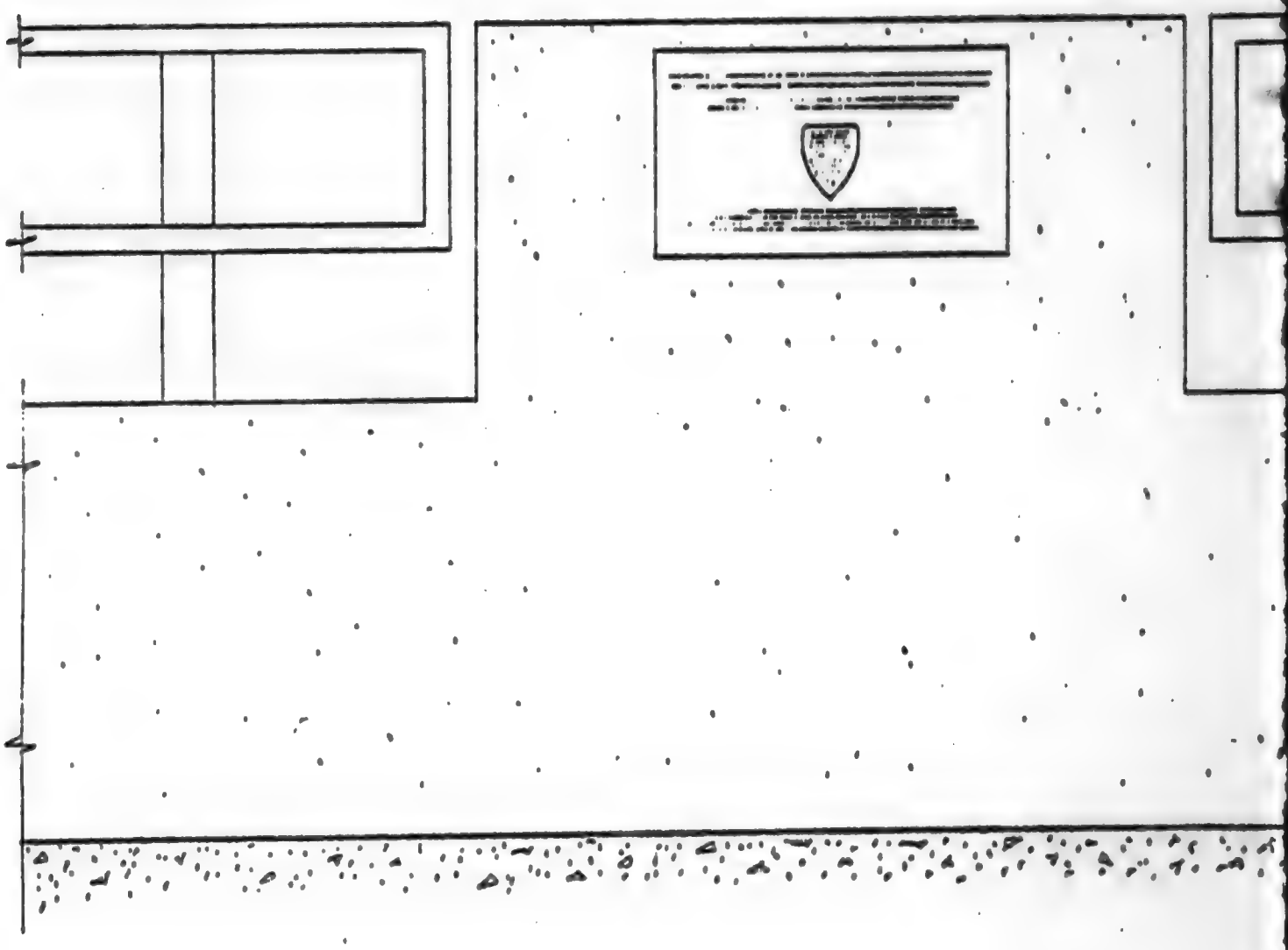
⅜"

4"

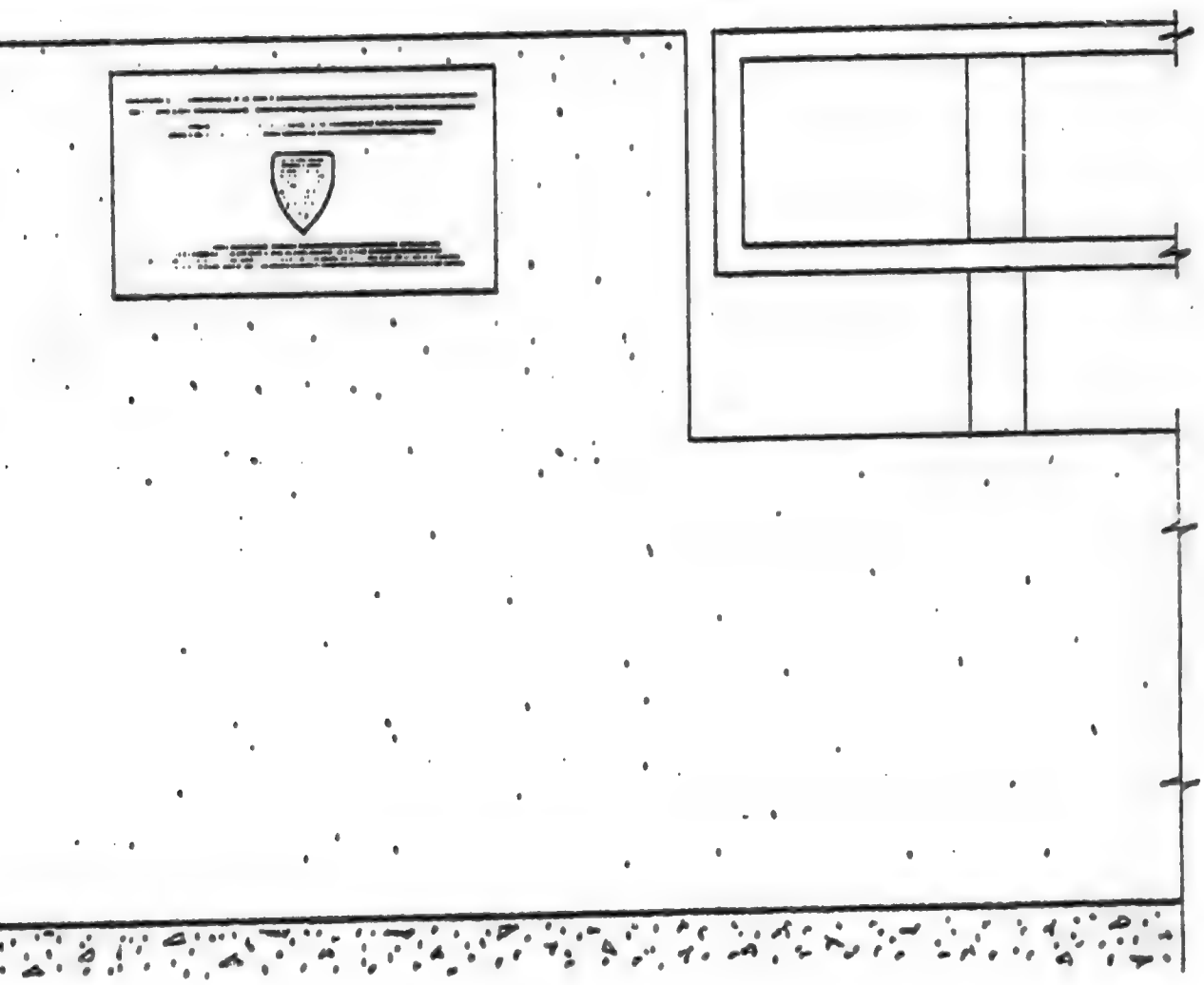
⅜"

3" = 1'-0"

ANDARK-K
ASSIC FLAT FACE
. 2
D. PEBBLE



1" = 1'-0"



STATE
SEAL

# GLENN L. JACKSON MEMORIAL BRIDGE

DEDICATED TO GLENN L. JACKSON (1902–1986)
WHOSE MANY YEARS OF UNSELFISH PUBLIC SERVICE
TO THE PEOPLE OF THE STATE OF OREGON,
PARTICULARLY AS CHAIRMAN OF THE STATE HIGHWAY COMMISSION
AND OREGON TRANSPORTATION COMMISSION,
HAVE EARNED FOR HIM SPECIAL RECOGNITION.

OREGON TRANSPORTATION COMMISSION

ANTHONY STORM  PETER J. PETIX  ROBERT F. DWYER  R. GIUSTINA  TOM WALSH

DEDICATED DECEMBER 15, 1

ONE PE... TA...
GLENN L. JA...
OREGON STATE H...
...
...

30

STATE
SEAL

# ACKSON MEMORIAL BRIDGE

TO GLENN L. JACKSON (1902–1936)
YEARS OF UNSELFISH PUBLIC SERVICE
PEOPLE OF THE STATE OF OREGON,
CHAIRMAN OF THE STATE HIGHWAY COMMISSION
EGON TRANSPORTATION COMMISSION,
NED FOR HIM SPECIAL RECOGNITION.

TRANSPORTATION COMMISSION

J. PETER R. PETER F. DWYER

B. GIUSTINA TOM WALSH

DEDICATED DECEMBER 15, 1

4'

FINISH : STAINLESS STEEL
LETTERS : CLASSIC ITALIC FACE
SIZE : NO. 2, SPECIAL CONDENSED
TEXTURE : MED. PEBBLE
MOUNTING : CONCEALED (6)

1'

TYP. LETTER

STAINLESS STEEL
BOLT

ONE PENNY TO BE PLACED TO READ
GLENN L. JACKSON MEMORIAL BRIDGE
OREGON STATE HIGHWAY DIV., SALEM, OR.
1936

STATE OF OREGON

# INTEROFFICE MEMO

TO: Pat Schwartz
Assistant State Highway Engineer

DATE: January 30, 1984

FROM: Jack L. Sollis
~~Assistant~~ Attorney General

SUBJECT: R-47637

Attached please find a letter from Gene St. Clair, our right of way agent and also a letter from Charles F. Adams, an attorney for Mr. and Mrs. Hardesty. Evidently this matter did not reach my office as I do not recall having asked anyone to do anything on it.

It would appear that the Division should inspect the house to see if there is any physical damage that could possibly caused by freeway traffic and also have some noise studies done to see what the noise levels are at the Hardesty residence during the busy times of the day.

As we have not done anything as of yet and it is rather old, it might be a good idea to ask Region to make the studies as quickly as possible.

JLS:lt

cc: J. B. Boyd
Rod Henry

RECEIVED
STATE HWY ENGR
FEB 1 '84

Orig. to E. Hart 2/7

REFER TO E. Hart FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | ✓ | |

Didn't we deal w/this problem already? Please respond to Sollis.
Pat 8

81-125-1387

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*

# HIGHWAY DIVISION

Metropolitan Branch

5821 N.E. GLISAN, PORTLAND, OREGON 97213

RECEIVED
JAN 27 1984
LEGAL

June 8, 1983

In Reply Refer to
File No.:

File No: 47637
NE Sandy Blvd.-NE Glisan St. Section
East Portland Freeway

Charles F.Adams
Attorney at Law
Stoel, Rives, Boley, Fraser and Wyse
900 S. W. Fifth Avenue
Portland, Oregon 97204

Dear Mr. Adams:

Your letter regarding Mr. and Mrs. E. E. Hardesty residing at 4338 N. E. Maywood Place has been received. This letter has been forwarded to Jack Sollis, Chief Counsel for the Department of Transportation. Mr. Sollis will be contacting you in the near future regarding these matters.

You may direct future correspondence to Mr. Jack Sollis, Transportation Building, Salem, Oregon 97310. Mr. Sollis' phone number is 378-4259.

Sincerely,

Gene St. Clair
Senior R/W Agent

GSC:lb

cc: Jack Sollis
Rod Henry

Form 734-3122

STOEL RIVES, BOLEY, FRASER AND WYSE
(DAVIES, BIGGS, STRAYER, STOEL AND BOLEY,
(RIVES, BONYHADI & SMITH)
LAW OFFICES
900 S W FIFTH AVENUE
PORTLAND, OREGON 97204

(503) 224-3380
TELECOPIER (503) 220-2480

ALLAN R. ABRAVANEL
GAIL L. ACHTERMAN
CHARLES F. ADAMS
JEFFREY MICHAEL ALDEN
RICHARD E. ALEXANDER
RICHARD D. BACH
ERNEST BONYHADI, P.C.
HENRY C. BREITHAUPT
PHILLIP D. CHADSEY
HARRY S. CHANDLER
NANCY L. COWGILL
KAREN K. CREASON
E. JOSEPH DEAN
THOMAS P. DEERING, P.C.
JOHN DETJENS, III
BARNES H. ELLIS
EDWARD L. EPSTEIN, P.C.
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GERSHAM GOLDSTEIN
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MILO E. ORMSETH
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MARK H. PETERMAN
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PATRICK J. SIMPSON
HUGH SMITH, P.C.
THOMAS B. STOEL
STEPHEN S. WALTERS
JERE M. WEBB
CLARENCE R. WICKS
MARCUS WOOD
WILLIAM W. WYSE, P.C.

Counsel
DAVID L. DAVIES
HUGH L. BIGGS
MANLEY B. STRAYER
PAUL L. BOLEY

STEPHEN E. BABSON
GARY R. BARNUM
ANDREA BARTOLONI
MARGARET M. BAUMGARDNER
JOYCE M. BERNHEIM
RUTH A. BEYER
CONSTANCE HEIMS BLOCK
JOHN F. BRADACH
SANDRA WALD CAFFEE
D. KEVIN CARLSON
STUART CHESTLER
BERTRAND J. CLOSE
JOSEPH D. COHEN
CRAIG A. CRISPIN
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PAMELA L. JACKLIN
GREGORY F. JENNER
CHRISTINE KITCHEL
THOMAS I. KRAMER
KATHERINE L. KUHN
CHARLES S. LEWIS, III
FREDERIC M. MAUHS
JUDITH L. MILLER
ROBERT J. MOORMAN
GREGORY C. NEWTON
MARK A. NORBY
MARGARET HILL NOTO
THOMAS R. PAGE
GUY A. RANDLES
LAUREL S. TERRY
DONNA J. VANDALL
JOHN M. VOLKMAN
BRIAN G. WALISER
ROBERT S. WIGGINS
TIMOTHY J. WYLDER

May 25, 1983

REGISTERED MAIL
RETURN RECEIPT REQUESTED

#47637

RECEIVED
MAY 26 1983
Metro R/W Dept.

State of Oregon
Department of Transportation
Highway Division
Right of Way
5821 NE Glisan
Portland, OR 97213

Gentlemen:

My clients, Mr. and Mrs. E. E. Hardesty, live at 4338 NE Maywood Place in Portland. Their home is immediately adjacent to the I-205 freeway. There is also, in front of their home, a breach in the wall designed to contain freeway noise. That breach was created in order to accommodate a bike path. Since the opening of I-205 on December 15, 1982, the proximity of the freeway and the design of the soundwall have produced and continue to produce noise levels at the Hardestys' home which materially interfere with habitability. Preliminary investigation suggests that the noise level at the Hardestys' is significantly higher than the level which recently attracted public notoriety at Rocky Butte Jail. Vibrations have also produced cracks in the Hardestys' home.

The Oregon Supreme Court has expressly held that noise, even in the absence of physical damage or trespass, is actionable and will support recovery in inverse condemnation. Thornburg v. City of Portland, 233 Or 178, 376 P2d 100 (1953), appeal after remand, 244 Or 69, 415 P2d 750 (1966). In Thornburg, homeowners were granted compensation under inverse condemnation for noise levels experienced

at their home from both direct overflights (trespasses) and from noise produced by flights several hundred yards away (not trespassory).

The construction of the freeway and design of the soundwall in front of the Hardestys' home has resulted in the taking of their property. Just compensation is owed.

The Hardestys are and have been willing to negotiate a solution to this problem. It might be in the interests of both parties to conduct noise-level studies at the Hardestys' home. Those studies will confirm the intolerable levels which have materially interferred with the use and enjoyment of their property.

Without taking a position as to whether this just compensation claim comes within the Tort Claim Act, we present this claim in satisfaction of the formal notice requirements of ORS 30.275. A claim for just compensation is being asserted against the State and if negotiations fail, an action will be commenced. The taking complained of occurred on or after December 13, 1982 with the opening of the I-205 bridge over the Columbia River. Correspondence concerning this claim should be sent to the undersigned at this office.

Please contact me if you have any questions.

Sincerely yours,

Charles F. Adams

CFA:mad
cc: State of Oregon
Highway Division
Transportation Building
Salem, OR 97310

Mr. Gene L. St. Clair
Relocation Agent

Ms. Jane Huston, Director
Department of General Services

Mr. and Mrs. E. E. Hardesty

890

nig cc: OSHD (Coulter)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL ACCEPTANCE REPORT

12-20-83

| REGION NUMBER | REPORT NUMBER | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 16 | Multnomah | Oregon |

| DATE OF REPORT | REPORT MADE BY | PROJECT NO. |
|---|---|---|
| 12-20-83 | Thomas P. Lowe, Area Engineer | I-205-7(66)315 |

| COMPLETION DATE | ACCEPTANCE DATE BY CONTRACT AGENCY | TIME ELAPSED | CONTRACT TIME |
|---|---|---|---|
| 6-20-82 | 2-28-83 | 100 % | Compl date: 6-30-82 |

| APPROVED EXTENSIONS | LOCATION |
|---|---|
| * | See Below |

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLUMBIA RIVER BRIDGE (N. CHANNEL SUPERSTRUCTURE)
E. PORTLAND FREEWAY
North Channel Superstructure

The project provided for construction of the Columbia River north channel superstructure of Interstate 205.

Contract completion dates were modified by Price Agreement 23. The work was completed on time.

Value engineering saving to the State totaled $1,118,241 on this project.

The State has been named as a second-party in a law suit between the prime contractor and a subcontractor. The contractor in Price Agreement 36 released the State from all claims for additional compensation.

---TPL---

RECEIVED
STATE HWY ENGR
JAN 4 '84
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Keasey
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED 1/5
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE: Original Signed by T. P. LOWE | | SIGNATURE: Original Signed By G. K. HOSSNER | |
| Thomas P. Lowe | | Glenn K. Hossner | |
| TITLE: Area Engineer | DATE: 12-20-83 | TITLE: Field Operations Engineer | DATE: 1/3/84 |

FORM: FHWA 1446B (Rev 12-79) PREVIOUS EDITIONS MAY BE USED

9705

JOHN SPELLMAN
Governor

DUANE BERENTSON
Secretary

STATE OF WASHINGTON

# DEPARTMENT OF TRANSPORTATION

*Office of District Administrator • 4200 Main Street, P.O. Box 1709 • Vancouver, Washington 98668*

October 20, 1983

OM MRE OE PPM CE
TDS RECEIVED ME
US JUT 2 4 1983 PDM
CSA Metro Region TAM
SO PA EM BUD LM

Allan C. Harwood
Region Operations Engineer
Oregon Department of Transportation
9002 SE McLoughlin
Milwaukee, OR 97222

Dear Sir:

We have reviewed the proposed settlement of a claim submitted by Groves Atkinson on the North Channel Superstructure project transmitted by your October 3, 1983 letter.

We concur with the proposed settlement and the Washington-Oregon split with one exception. Our review indicates Item 4 should be .4522 x .92 x 22,500 = $9,361 for a total of $15,592.

We also note that you have discussed this settlement with FHWA and anticipate no problem obtaining their concurrence.

Please proceed with processing the required price agreement to cover the Washington share of the cost.

Very truly yours,

ED W. FERGUSON, P.E.
District Administrator

By: G.L. EDWARDS, P.E.
District Construction Engineer

EWF:km
GLE

cc: N.C. Anderson w/att.
J.M. Allinger w/att.
Records Control

DAVE FROHNMAYER
ATTORNEY GENERAL

STANTON F. LONG
DEPUTY ATTORNEY GENERAL

# DEPARTMENT OF JUSTICE

TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

September 15, 1983

RECEIVED
STATE HWY ENGR
SEP 16 '83
REFER TO
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

NOTED
H.S.COULTER

H. Scott Coulter
State Highway Engineer
Highway Division
140 Transportation Building
Salem, Oregon 97310

Re: Russell Xavier Fernandez v. State

Dear Mr. Coulter:

This is to inform you that the above entitled matter has been filed in Clark County, Washington, Superior Court. Named defendants include State of Washington, Highway Dept.; State of Oregon, Transportation Dept; Peter Kiewit & Sons; Sverdrup & Parcel & Associates; Tice Electric Co.; and Coral Construction Co.

The matter concerns an accident wherein plaintiff fell off the I-205 Bridge and is now permanently paralyzed.

I have assigned this case to Trial Attorney Pamela Abernethy, who will keep you apprised of significant developments in the case.

Sincerely,

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRMc:mj
cc: Fred Miller, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Papers to Sallis for Assign't
5-2283
4:50 P.M GEORGE J. MILLER
Clerk, Clark Co.

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON
IN AND FOR THE COUNTY OF CLARK

Papers accepted by Florence Maxwell 8-22-83

L8434

RUSSELL XAVIER FERNANDEZ,

Plaintiff,

vs.

STATE OF WASHINGTON, ex rel DEPARTMENT OF HIGHWAYS; STATE OF OREGON, ex rel DEPARTMENT OF TRANSPORTATION; PETER KIEWIT & SONS, a corporation; SVERDRUP & PARCEL & ASSOCIATES, a corporation; TICE ELECTRIC COMPANY, a corporation; CORAL CONSTRUCTION COMPANY, a corporation; and DOES ONE through HUNDRED, inclusive,

Defendants.

NO. 83 2 01720 7

SUMMONS

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
AUG 23 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

A lawsuit has been started against you in the above-entitled Court by the above-named plaintiff. Plaintiff's claim is stated in the written complaint, a copy of which is served upon you with this Summons.

In order to defend against this lawsuit, you must respond to the complaint by stating your defense in writing, and serve a copy upon the undersigned attorneys for the plaintiff within 20 days after the date this Summons was served on you, exclusive of the day of service, or within 60 days if this Summons was served outside the State of Washington, or a default judgment may be entered against you without notice. A default judgment is one

FRED MILLER

Daniel F. Sullivan
& Associates
Lawyers
1010 Hoge Building
Second & Cherry
Seattle, Washington 98104
(206) 682-8813

where plaintiffs are entitled to what they ask for because you have not responded. If you serve a notice of appearance on the undersigned attorney, you are entitled to notice before a default judgment may be entered.

You may demand that the plaintiff file this lawsuit with the Court. If you do so, the demand must be in writing and must be served upon the plaintiff. Within 14 days after you serve the demand, the plaintiff must file this lawsuit with the Court, or the service on you of this Summons and Complaint will be void.

If you wish to seek the advice of an attorney in this matter, you should do so promptly so that your written response, if any, may be served on time.

This Summons is issued pursuant to Rule 4 of the Superior Court Civil Rules of the State of Washington.

DATED this 11th day of August, 1983.

DANIEL F. SULLIVAN & ASSOCIATES

Richard L. Gemson, of
Attorneys for Plaintiff



Daniel F. Sullivan
& Associates
Lawyers
1010 Hoge Building
Second & Cherry
Seattle, Washington 98104
(206) 682-6813

DANIEL F. SULLIVAN
& ASSOCIATES
DANIEL F. SULLIVAN, ESQ.
1010 Hoge Building
Second and Cherry
Seattle, Washington 98104
(206) 682-8813

LAW OFFICES OF MELVIN M. BELLI, SR.
RICHARD E. BROWN, ESQ.
722 Montgomery Street
San Francisco, California 94111
(415) 981-1849

Attorneys for Plaintiff

GEORGE J. MILLER
CLERK

SUPERIOR COURT FOR THE STATE OF WASHINGTON

IN THE COUNTY OF CLARK

RUSSELL XAVIER FERNANDEZ,

Plaintiff,

vs.

STATE OF WASHINGTON, ex rel DEPARTMENT OF HIGHWAYS, STATE OF OREGON, ex rel DEPARTMENT OF TRANSPORTATION, PETER KIEWIT & SONS, a corporation, SVERDRUP & PARCEL & ASSOCIATES, a corporation, TICE ELECTRIC COMPANY, a corporation, CORAL CONSTRUCTION COMPANY, a corporation and DOES ONE through ONE HUNDRED, inclusive,

Defendants.

83 2 01720 7

CASE NO.

COMPLAINT FOR DAMAGES

1. Plaintiff, RUSSELL XAVIER FERNANDEZ, at all times herein mentioned was an individual and resident of Clark County, State of Washington.

///

///

LAW OFFICES OF MELVIN M. BELLI, SR. THE BELLI BUILDING 722 MONTGOMERY STREET SAN FRANCISCO, CALIFORNIA 94111 (415) 981-1849

2. Defendant, STATE OF WASHINGTON, by and through its DEPARTMENT OF HIGHWAYS, is and at all times herein mentioned was, a sovereign acting and operating through its enumerated department and agency for the operation, supervision, management, direction and control of the construction, design, and maintenance of the highway interchange located at Interstate Route 205 (I205) and State Route 14 (SR14).

3. Defendant, STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION is, and at all times herein mentioned was, a sovereign acting and operating through its enumerated department and agency for the operation, supervision, management, direction and control of the construction, design and maintenance of the highway known as I205 and its interchange with SR14. These activities as aforesaid extended to and within the State of Washington and this made this defendant subject to the jurisdiction of this court under RCW 4.28.185(1)(a) and (b).

4. PETER KIEWIT & SONS is, and at all times herein mentioned was, a corporation duly organized and existing under the laws of the State of Nebraska, and duly licensed, qualified and authorized to do and doing business in the State of Washington.

5. Defendant SVERDRUP & PARCEL & ASSOCIATES, INC. is, and at all times herein mentioned was, a corporation duly organized and existing under the laws of the State of Delaware, and duly licensed, qualified and authorized to do and doing business in the State of Washington.

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MELVIN M. BELLI, SR.
THE BELLI BUILDING
722 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA 94111
(415) 981-1849

6. Defendant, TICE ELECTRIC COMPANY, is, and at all times herein mentioned was, a corporation duly organized and existing under the laws of the State of Oregon, and duly licensed, qualified and authorized to do and doing business in the State of Washington.

7. Defendant, CORAL CONSTRUCTION COMPANY is, and at all times herein mentioned was, a corporation duly organized and existing under the laws of the State of Oregon, and duly licensed qualified and authorized to do and doing business in the State of Washington.

8. Plaintiff does not know the trues names or capacities, whether individual, corporate, associate or otherwise, of Defendants sued herein as DOES ONE through ONE HUNDRED, and therefore sue said Defendants pursuant to Revised Code of Washington §4.36.230, by use of fictitious names, and Plaintiff prays leave that when the true names and capacities of said Defendants are ascertained, the same may be inserted herein by appropriate allegations. Each of the Defendants designated herein as a DOE is negligently responsible and/or strictly liable in some manner for the events herein referred to, and proximately caused damages to the Plaintiff as herein alleged.

9. At all times herein mentioned, each Defendant was the agent, servant and employee of the remaining Defendants, and each of them, and was acting within the course and scope of said agency and employment in doing the acts herein alleged.

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SAN FRANCISCO, CALIFORNIA 94111
(415) 981-1949

10. On or about December 15, 1982, I205 was opened to both vehicular and pedestrian through traffic.

11. On January 7,1983, at approximately 9:00 p.m., Plaintiff commenced to run or jog from his home in Vancouver, Washington, intending to run across the I205 Bridge, which spans the Columbia River and is commonly known as the Glenn L. Jackson Memorial Bridge, to Columbia Drive on the Oregon side of the bridge and then return to Vancouver. Plaintiff approached the I205 Bridge by means of running along the north shoulder of the westbound lane of SR14.

12. When Plaintiff reached the interchange of I205 and SR14, at the juncture known as Exit 6, Plaintiff jogged from SR14, up the sloped embankment of the I205 southbound overpass, and thence along the right shoulder of the southbound lane of I205.

13. Plaintiff had run on I205 on a few previous occasions, without being warned of any illegality to the contrary, if any, and knew that there was a bicycle and pedestrian pathway next to the left median barrier near the southbound overpass of I205 at its interchange with SR14, which had been officially opened to the public in a ceremony on December 15, 1982.

14. Plaintiff then crossed the southbound traffic lanes of I205 and jogged along the left shoulder next to the left median concrete barrier. The barrier was approximately thirty-two inches (32") in height and was of the type commonly referred to as a "New Jersey Median Barrier."

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THE BELLI BUILDING
722 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA 94111
(415) 981-1845

15. There was no lighting on or under the bridge on January 7, 1983.

16. The night time prevented Plaintiff from having full visibility of the conditions on the bridge. Plaintiff glanced to his left over the median barrier and saw the reflection of the starlight and passing automobile headlights in what he thought were puddles of rain water on the pedestrian-bicycle path. It had been raining during the day of January 7, 1983.

17. There were no posted, or any other type of signs or barricades which warned or protected pedestrians or bicyclists of any dangers present on the bridge.

18. Plaintiff, attempting to reach a safer and more sheltered jogging position, jumped over the median barrier intending to land on the bicycle-pedestrian pathway which he knew from previous experience was directly on the other side of the barrier.

19. In fact, however, the grade of the bicycle-pedestrian pathway did not reach that of I205 until some distance south of SR14 and the point at which Plaintiff jumped.

20. Plaintiff fell from the bridge and onto the ground below; an approximate distance of fifty-seven feet (57') below the I205 overpass and next to and south of SR14. Plaintiff layed there for approximately two (2) hours before Don Burch, a passerby who was walking above Plaintiff and northbound on the pedestrian-bicycle pathway on I205, heard Plaintiff's pleas for help.

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MELVIN M. BELLI, SR.
THE BELLI BUILDING
722 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA 94111
(415) 981-1849

21. As a direct and proximate result of the fall, Plaintiff suffered severe and extensive dibilitating injuries to his person, including but not limited to, a severe compression fracture of his thoracic vertabrae at the T6-7 area, with severance of his spinal column at that point, and fracture of his right wrist. Plaintiff remains in a state of complete, permanent paralysis below the level of the injury at T6-7.

22. As a further, direct and proximate result of the fall, Plaintiff has necessarily incurred liability for medical aid and attention, hospitalization, x-rays, nursing care and drugs for the proper care and treatment of his injuries, and will continue to incur such liability for a definite time in the future, all to his further damage in an amount presently unascertained, and Plaintiff prays leave when said amount is ascertained, he may be permitted to insert the same herein with appropriate allegations.

23. As a further, direct and proximate result of the fall, Plaintiff was hurt and injured in his health, strength and activity, sustaining injury to his body and shock and injury to his nervous system, all of which caused Plaintiff great physical, emotional and mental pain, suffering and distress, all to his damage in an amount in excess of the minimum jurisdictional limit of this Court.

///

24. As a further, direct and proximate result of the fall, Plaintiff has necessarily sustained a loss of earnings, and earning capacity, and will continue to suffer such loss for an indefinite time in the future, all to his further damage and an amount presently unascertained, and Plaintiff prays leave that when the amount is ascertained, he may be permitted to insert the same herein with appropriate allegations.

25. Plaintiff filed notice of his claim for the above-mentioned personal injuries with the STATE OF WASHINGTON, on or about March 31, 1983, pursuant to the provisions of Revised Codes of Washington §4.92.100.

26. Plaintiff filed notice of his claim for the above-mentioned personal injuries with the STATE OF OREGON, on or about March 28, 1983, pursuant to the provisions of Oregon Revised Statutes §30.275.

COUNT ONE

27. Plaintiff complains of Defendants, STATE OF WASHINGTON, by and through its DEPARTMENT OF HIGHWAYS, and DOES ONE through TEN, inclusive, and each of them, and states:

28. Plaintiff repeats and realleges, and by this reference incorporates herein as though fully set forth, each and all of the allegations contained in paragraphs 1 through 26, inclusive.

///

///

LAW OFFICES OF
MELVIN M. BELLI, SR.
THE BELLI BUILDING
722 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA 94111
(415) 981-1849

29. At all times herein mentioned, the STATE OF WASHINGTON and DOES 1 through 10, inclusive, were and are in the control, management, supervision, operation, implementation, revision, administration and direction of the design, development, and construction of the Washington approaches, on-ramps, off-ramps, and bicycle and pedestrian pathways to and on I205, including those located at the juncture known as Exit 6.

30. Defendants failed and omitted to properly control, manage, supervise, operate, implement, revise, administer and direct the design, development, and construction of the above-mentioned portion of I205, and specifically that portion known as Exit 6, by failing to warn, guard, safeguard, and protect against pedestrians and bicyclists from falling over the thirty-two inch (32") high median barrier and between the unguarded opening between the two spans of I205 and especially at that point of the bridge at which Plaintiff fell and sustained his injuries, as more fully set forth above.

31. Defendants, and each of them, knew or in the exercise of reasonable care should have known, that on or about December 15, 1982 the bridge had been opened to the public, and that pedestrians and bicyclists frequently traversed I205, including that bridge or span crossing over SR14, and that Plaintiff and members of the general public would rely on the Defendants for warning and corrections of any dangerous conditions that existed on the bridge or its approaches.

LAW OFFICES OF
MELVIN M. BELLI, SR.
THE BELLI BUILDING
722 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA 94111
(415) 981-1849

32. The open area between the two spans created a dangerous condition by which pedestrians, such as Plaintiff, could fall through the unguarded opening.

33. As a direct and proximte result of such neglect, failure and omission by Defendants, and each of them, Plaintiff suffered severe and extensive injuries to his person, as more fully set forth above in paragraphs 21 through 24, inclusive.

34. WHEREFORE, Plaintiff prays for judgement against Defendants, and each of them, as hereinafter set forth.

COUNT TWO

35. Plaintiff complains of Defendants, STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, and DOES ELEVEN through THIRTY, inclusive, and each of them, and states:

36. Plaintiff repeats, and realleges, by this reference incorporated herein as though fully set forth, each and all of the allegations contained in paragraphs 1 through 34, inclusive.

37. At all times herein mentioned, the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, and DOES ELEVEN through TWENTY, inclusive, and each of them, were in the control, management, operation, implementation, revision, administration and direction of the design, development, placement, installation, and maintenance of the lumination and signing on the Washington end of I205 and specifically at the interchange of I205 and SR14 herein referred to as Exit 6.

38. At all times herein mentioned, the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, and DOES 21

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through 30, inclusive, and each of them, were in the control, management, supervision, operation, implementation, revision, administration, and direction of the design, development, and construction of the entire structure referred to herein as the Glenn L. Jackson Memorial Bridge on I205, including the design, development, and construction all of the Washington approaches, on-ramps, off-ramps, and bicycle and pedestrian pathways to and on that structure and I205 in general.

39. Defendants, and each of them, failed and omitted to properly control, manage, operate, implement, revise, administer and direct the design, development, placement and installation and maintenance of the lumination and signing at Exit 6 by not installing, erecting, and constructing sufficient signs and/or luminaires so as to adequately warn, safeguard, protect and guard against pedestrians and bicyclists from falling over the thirty-two inch (32") high median barrier and through the unguarded opening between the two spans of I205 and especially that point of the bridge as which Plaintiff fell and sustained his injuries as more fully set forth above.

40. Defendants, and each of them, failed and omitted to properly control, manage, supervise, operate, implement, revise, administer, and direct the design, development, and construction of the above-mentioned structure, and specifically that portions herein referred to as Exit 6, by failing to warn, guard, safeguard, and protect against pedestrians and bicyclists from falling over the thirty-two inch (32") high

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median barrier and between the unguarded opening between the two spans of I205 and especially at that point of the bridge at which Plaintiff fell and sustained his injuries as more fully set forth above.

41. Defendants, and each of them, knew, or in the exercise of reasonable care should have known, that the bridge had been opened to the public on or about December 15, 1982, and that pedestrians and bicyclists frequently traversed I205, including that bridge or span crossing SR14, and that Plaintiff and members of the general public would rely on the Defendants for warning and corrections of any dangerous condition that existed on the bridge and its approaches.

42. The unluminated portion of I205 created the dangerous condition by which pedestrians, such as Plaintiff, or bicyclists were subjected to dangers and perils which would not have been present had the bridge been properly luminated.

43. Further, the insufficient system of signs on the bridge failed to warn pedestrians, such as Plaintiff, of the inherent dangers of traversing the bridge, and of the dangerousness of the open area between the two spans of I205. Adequate signs, and placement thereof, would have warned pedestrians of such danger, and would have likely prevented pedestrians from seeking access to the pedestrian and bicycle pathway while on the bridge as Plaintiff unfortunately attempted to do.

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44. As a direct and proximate result of such neglect, failure and omission by Defendants, and each of them, Plaintiff suffered severe and extensive injuries to his person, as more fully set forth above in paragraphs 21 through 24, inclusive.

COUNT THREE

45. Plaintiff complains of Defendants PETER KIEWIT & SONS, and DOES THIRTY-ONE through FORTY, inclusive, and each of them and states:

46. Plaintiff repeats and realleges, and by this reference incorporates herein as though fully set forth, each and all of the allegations contained in paragraphs 1 through 44, inclusive.

47. At all times herein mentioned, PETER KIEWIT & SONS and DOES TWIRTY-ONE through FORTY, inclusive, and each of them, was a general contractor for the construction of the Washington approaches to I205, including that portion that which Plaintiff was injured, as more fully described above.

48. At all times herein mentioned, Defendants were in the control, management, supervision and administration of the implementation, revision, and direction of the design, development and construction of the Washington approaches to I205, including, but not limited to, the on-ramps, off-ramps, bicycle and pedestrian pathways and concrete median barriers.

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49. Defendants failed and omitted to properly, safely and cautiously design, develop and construct those portions of the Washington approaches to I205 by failing to adequately warn, safeguard, protect and guard against pedestrians traversing onto I205, over the thirty-two inch (32") high median barrier and falling through the open area between the two spans of I205.

50. Defendants, and each of them, intended, knew, and invited pedestrians to enter I205 by constructing the aforementioned bicycle-pedestrian pathway. It was known, or in the exercise of reasonable care should of been known, by Defendant that a pedestrian, aware of the general existence of the pathway, would enter I205 and attempt to gain access to the pathway by climbing over the median barrier and into the open area between the spans of I205, and fall therefrom to the area below, as did Plaintiff.

51. As a direct and proximate result of such neglect, failure and omission by Defendants, Plaintiff suffered severe and extensive injuries to his person as fully set forth above in paragraphs 21 through 24, inclusive.

COUNT FOUR

52. Plaintiff complains of Defendants SVERDRUP & PARCEL & ASSOCIATES, and DOES FORTY-ONE through FIFTY, inclusive, and each of them, and states:

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///

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53. Plaintiff repeats and realleges, and by this reference incorporates herein as though fully set forth, each and all of the allegations contained in paragraphs 1 through 45, inclusive.

54. At all times herein mentioned, SVERDRUP & PARCEL & ASSOCIATES and DOES FORTY-ONE through FIFTY, inclusive, and each of them, designed, engineered, developed and planned the Washington approaches to I205, including but not limited to, the on-ramps, off-ramps, bicycle-pedestrian pathways, and concrete median barriers.

55. Defendants failed and omitted to properly, safely and cautiously design, engineer, develop and plan those portions of I205 by failing to adequately warn, safeguard, protect, and guard against pedestrians traversing onto I205, over the thirty-two inch (32") high median barrier and falling through the open area between the two spans by I205.

56. Defendants, and each of them, intended, knew and invited pedestrians to enter I205 by designing and planning the aforementioned bicycle-pedestrian pathway. It was known, or in the exercise of reasonable care should of been known, by Defendants that a pedestrian or stranded motorist aware of the general existence of the pathway, would attempt to gain access to the pathway by climbing over the median barrier and into the unguarded, open area between the two spans of I205, and fall therefrom to the area below.

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57. Defendants failed to design, engineer, develop and plan the Washington approach to I205 in such a manner so that the on-ramps and off-ramps would not permit pedestrians to unwarely enter onto I205, and further that the I205 bridge, at SR14, would not allow pedestrians to fall through the open area between the two spans.

58. As a direct and proximate result of such neglect, failure and omission by Defendants, Plaintiff suffered severe and extensive injuries to his person, as more fully set forth above in paragraphs 21 through 24, inclusive.

COUNT FIVE

59. Plaintiff complains of Defendants, TICE ELECTRIC COMPANY and DOES FIFTY-ONE through SIXTY, inclusive, and each of them, and states:

60. Plaintiff repeats and realleges, and by this reference incorporates herein as though fully set forth, each and all of the allegations contained in paragraphs 1 through 58, inclusive.

61. At all times herein mentioned, TICE ELECTRIC COMPANY and DOES FIFTY-ONE through SIXTY, inclusive, and each of them, planned, designed, and installed the lumination system for the Washington approaches to the I205 bridge including, but not limited to, the traffic spans, on-ramps, off-ramps, and bicycle-pedestrian pathways.

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62. Defendants failed and omitted to properly, safely, and cautiously plan, design and install the lumination system by failing to adequately warn, safeguard, protect and guard against known, or reasonably anticipated dangers to pedestrians traversing on I205 and the bicycle-pedestrian pathways. Such dangers included a possible entry of a pedestrian into the unguarded open area between the two spans of I205. Proper illumination would have served to warn such pedestrians that the grade of the pathway was well below that of I205 and would have thereby averted injuries caused by pedestrians falling from the bridge, as did Plaintiff.

63. As a direct and proximate result of such neglect, failure and omission by Defendants, Plaintiff suffered severe and extensive injuries to his person, as more fully set forth above in paragraphs 12 through 24, inclusive.

COUNT SIX

64. Plaintiff complains of Defendants CORAL CONSTRUCTION COMPANY, and DOES SIXTY-ONE through SEVENTY, inclusive, and each of them, and states:

65. Plaintiff repeats and realleges and by reference incorporates herein as though fully set forth, each and all of the allegations contained in paragraphs 1 through 63, inclusive.

66. At all times herein mentioned, CORAL CONSTRUCTION COMPANY and DOES SIXTY-ONE through SEVENTY, inclusive, and each of them planned, designed, installed and constructed the

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system of signs for the Washington approaches to the aforementioned I205 bridge, including but not limited to the traffic signs, on-ramp and off-ramp signs, and the signs for the bicycle-pedestrian pathways.

67. Defendants failed and omitted to properly safely and cautiously plan, design, install and construct the subject sign systems by failing to adequately warn, adivse, and inform pedestrians regarding known or reasonably anticipated dangers to pedestrians traversing on I205 and the bicycle-pedestrian pathways. Such dangers included the possible entry of pedestrians into the unguarded open area between the two spans of I205. A proper system of signs would have served to warn such pedestrians of the dangers of entering I205 before the grade of the pathway reached an elevation similar to that of I205, and would have thereby averted injuries caused by pedestrians falling from the bridge as did Plaintiff.

68. As a direct and proximate result of such neglect, failure and omission by Defendants Plaintiff suffered severe and extensive injuries to his person, as more fully set forth above in paragraphs 21 through 24, inclusive.

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WHEREFORE, Plaintiff demands judgment against the Defendants, and each of them, in an amount in excess of Twenty Million Dollars ($20,000,000.00).

Dated: August 11, 1983

RICHARD L. GEMSON, ESQ.
Attorneys for Plaintiff

Dated: August 11, 1983

RICHARD E. BROWN, ESQ.
Attorneys for Plaintiff

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VICTOR ATIYEH
GOVERNOR

# Department of Transportation
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. NV 7-3-1

June 30, 1983

Mr. Charles F. Adams
Stoel, Rives, Boley, Fraser
and Wyse Law Offices
900 S.W. Fifth Avenue
Portland, OR 97204

NOTED
E. S. HUNTER

Dear Mr. Adams,

Your letter of June 22, 1983 expresses the concern that the noise level measured at the Hardesty residence on June 22, 1983, does not represent noise levels experienced at the Hardesty residence during rush hour traffic. I understand your concern, but would like to point-out that since the decibel scale is logarithmic, a doubling of the sound pressure source is required to cause a 3 decibel increase in noise levels. This means that even if I-205 freeway traffic doubled, only a 3 dBA increase would be realized.

Traffic counts on I-205 indicate that traffic volumes recorded during the time noise measurements were taken at the Hardesty's are close, if not higher, than those now being recorded on I-205 during the evening rush hour. Given this information, if you still want noise levels measured during the afternoon rush-hour, we will do so at your request. If you would like to discuss this matter further, please contact me at 378-8486.

Sincerely,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section
412 Transportation Building
Salem, OR 97310

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TECHNICAL SERVICES
JUN 30 '83
REFER TO
FOR
Info | Inv. | R/D | D/E | Sp | Ci | File

CMG:dm

bc: Ed Hardt
Ed Hunter
Tim Thex

Form 734-3122

Tim
Jerry
file


# STOEL, RIVES, BOLEY, FRASER AND WYSE

(DAVIES, BIGGS, STRAYER, STOEL AND BOLEY)
(RIVES, BONYHADI & SMITH)

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TIMOTHY J. WYLDER


June 22, 1983

Mr. Campbell M. Gilmour, Manager
Environmental Section
412 Transportation Building
Salem, OR 97310

Jake Rd. - Columbia R.
Interstate 205
Multnomah Co.

Dear Mr. Gilmour:

NOTED
E. S. HUNTER

Thank you for your letter of June 21, 1983 and for reporting the results of the noise level studies done near the E. E. Hardesty residence. I do, however, have one concern.

According to your letter, the noise study was conducted between 11:20 and 11:40 a.m. on Thursday, June 2, 1983. A truer test of the efficiency of the sound wall and of the sound levels would be one which measures those levels during rush hour traffic. Not surprisingly, the Hardestys have reported that the noise levels experienced between roughly 4 p.m. and 10 p.m. on week days are the most problematic.

A noise study should be conducted at peak traffic hours because it is, after all, the purpose of the sound wall to contain sound not only during quieter hours, mid-day, but also during those periods when traffic is heaviest.

Very truly yours,

Charles D. Adams

Charles F. Adams

CFA:abb
cc w/encl: Mr. and Mrs. E. E. Hardesty

XC Ed Hunter ✓
Ed Hardt

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TECHNICAL SERVICE
JUN 28 '83
REFER TO
FOR
Info | Imm | R/D | D/R | Sig | Appl | File

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

June 21, 1983

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STATE HWY ENGR
JUN 21 '83
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FOR
Info | Invest | R/D | D/R | Sign | Act | File

Mr. Charles F. Adams
Stoel, Rives, Boley, Fraser and
Wyse Law Offices
900 S.W. Fifth Avenue
Portland, OR 97204

Dear Mr. Adams:

The Highway Division has completed an evaluation of noise levels at the E.E. Hardesty residence. Noise level measurements were taken on June 2, 1983, in the Hardesty's front yard. The measured level, computed from recordings taken during a twenty minute measurement period beginning at 11:20 a.m., was Leq 57 dBA. This level is well within the Federal Highway Administration's (FHWA) noise abatement level of Leq 67 dBA, and is low enough to indicate that the noise wall is working effectively.

You indicated that preliminary investigation suggests that noise levels at the Hardesty's are significantly higher than the level at the Rocky Butte Jail. Noise levels at Rocky Butte Jail exercise yard have been measured to be in the Leq 60-64 dBA range, somewhat higher than levels now occurring in the Hardesty's front yard.

We have an exterior noise level reading for a residence located at 4025 N.E. Maywood Place, taken during 1975, in conjunction with Interstate 205 environmental impact studies which were then underway. The noise level was measured as $L_{10}$ 68 dBA, which corresponds to an Leq reading of approximately 65 dBA.

In 1975 Maywood Place served through traffic, which accounts for levels higher than are now recorded with the street closed and with the noise barrier in place. On the basis of this information, current noise levels at the Hardesty residence are less than what they were prior to the closing of Maywood Place. In consideration of this evidence, we do not feel that noise attributable to the opening of the I-205 freeway has produced intolerable noise levels at the Hardesty residence.

BH

In your May 25 letter you indicated that vibrations have produced cracks in the Hardesty home. If the Hardesty's would like these cracks inspected by the Highway Division, Ed Hardt, Metro Region Engineer, should be contacted (Phone: 653-3090).

If you would like to discuss these matters further, I can be contacted by phone at 378-8486.

Sincerely,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section
412 Transportation Building
Salem, OR 97310

CMG:lb

bc: H. S. Coulter
E. S. Hunter
W. E. Schwartz
E. L. Hardt

1905

STATE OF OREGON

# INTEROFFICE MEMO

TO: W. E. SCHWARTZ
Asst. State Highway Engineer

DATE: June 9, 1983

FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: HARDESTY NOISE COMPLAINT
CITY OF MAYWOOD

Attorney Charles Adams, under date of May 25, wrote with a noise complaint regarding his clients, the Hardestys, in the city of Maywood. You sent a copy of that letter up here with a note requesting that we take noise levels and advise if they are acceptable, and advise the lawyer what we're doing. In the meantime, I'm told that the Environmental Section has drafted a response for Mr. Coulter's signature back to Mr. Adams. The status is that noise level readings have already been taken in Maywood in order to determine the effectiveness of our noise mitigation. Additional readings may be taken, if necessary, because of this specific complaint. Our preliminary findings are that the noise levels in Maywood are well within Federal standards. All this being the case, I've assumed that no further immediate action on my part is necessary regarding the letter from Mr. Adams.

Ed- You are correct. I was unaware that Environmental Sect. had been given this assignment.

WES

ELH/cp

cc Cam Gilmour

NOTED
W. E. SCHWARTZ

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STATE HWY ENGR
JUN 13 '83
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FOR

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81-125-1367

8905

June 7, 1983

Mr. Charles F. Adams
Stoel, Rives, Boley, Fraser
and Wyse Law Offices
900 S.W. Fifth Avenue
Portland, OR 97204

Your letter of May 25, 1983, concerning Mr. and Mrs. E. E. Hardestys' home has been received. You indicate that the Hardestys are experiencing high noise levels at their residence since the opening of the I-205 freeway, and that vibrations have produced cracks in their home. You conclude that the construction of the freeway and design of the soundwall fronting the Hardestys' home has resulted in a taking of their property, and that just compensation is owed.

We are already in the process of evaluating noise levels in the vicinity of Maywood Place, including the Hardesty residence, as requested by Maywood Park Mayor Don Cobb. When the results of this evaluation are known, we will provide you with our findings for the Hardesty residence.

We are most interested in working with the Hardestys to help resolve the problem. Appropriate staff is available to discuss this matter further at your request.

/s/ ESH
H. S. Coulter
State Highway Engineer

CMG:lb lt

bc E. S. Hunter
E. L. Hardt
W. E. Schwartz
C. M. Gilmour
J. L. Sollis

2905

NOTED
JACK L. SOLLIS

# STOEL RIVES, BOLEY, FRASER AND WYSE

(DAVIES, BIGGS, STRAYER, STOEL AND BOLEY)
(RIVES, BONYHADI & SMITH)


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JUL 2 '83
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E. Hardt
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May 25, 1983

RIGHT OF WAY ADMINISTRATION
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MAY 31 1983

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MAY 26 1983
Metro R/W Dept.

REGISTERED MAIL
RETURN RECEIPT REQUESTED

State of Oregon
Department of Transportation
Highway Division
Right of Way
5821 NE Glisan
Portland, OR 97213

cy - Sollis
Ed - Have noise level on subject property checked & advise if they are at acceptable level. Also, advise this attorney what you plan to do & when. 6/3 Orig

Gentlemen:

My clients, Mr. and Mrs. E. E. Hardesty, live at 4338 NE Maywood Place in Portland. Their home is immediately adjacent to the I-205 freeway. There is also, in front of their home, a breach in the wall designed to contain freeway noise. That breach was created in order to accommodate a bike path. Since the opening of I-205 on December 15, 1982, the proximity of the freeway and the design of the soundwall have produced and continue to produce noise levels at the Hardestys' home which materially interfere with habitability. Preliminary investigation suggests that the noise level at the Hardestys' is significantly higher than the level which recently attracted public notoriety at Rocky Butte Jail. Vibrations have also produced cracks in the Hardestys' home.

The Oregon Supreme Court has expressly held that noise, even in the absence of physical damage or trespass, is actionable and will support recovery in inverse condemnation. Thornburg v. City of Portland, 233 Or 178, 376 P2d 100 (1953), appeal after remand, 244 Or 69, 415 P2d 750 (1966). In Thornburg, homeowners were granted compensation under inverse condemnation for noise levels experienced

at their home from both direct overflights (trespasses) and from noise produced by flights several hundred yards away (not trespassory).

The construction of the freeway and design of the soundwall in front of the Hardestys' home has resulted in the taking of their property. Just compensation is owed.

The Hardestys are and have been willing to negotiate a solution to this problem. It might be in the interests of both parties to conduct noise-level studies at the Hardestys' home. Those studies will confirm the intolerable levels which have materially interferred with the use and enjoyment of their property.

Without taking a position as to whether this just compensation claim comes within the Tort Claim Act, we present this claim in satisfaction of the formal notice requirements of ORS 30.275. A claim for just compensation is being asserted against the State and if negotiations fail, an action will be commenced. The taking complained of occurred on or after December 13, 1982 with the opening of the I-205 bridge over the Columbia River. Correspondence concerning this claim should be sent to the undersigned at this office.

Please contact me if you have any questions.

Sincerely yours,

Charles F. Adams

Charles F. Adams

CFA:mad
cc: State of Oregon
Highway Division
Transportation Building
Salem, OR 97310

Mr. Gene L. St. Clair
Relocation Agent

Ms. Jane Huston, Director
Department of General Services

Mr. and Mrs. E. E. Hardesty

F905

**TOM BOOTHBY**
P.O. BOX 11302
PORTLAND, OR 97211-0302
(503) 761-9318

April 18, 1983

Chief Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

COPY 61-3
CON 205
I-205

Yesterday my wife and I decided to take advantage of the fine weather and walk across the Columbia River on our new I-205 bridge. However we were denied access to the walkway by a gate.

This gate did not deter a multitude of pedestrians and bicyclers, but it did deter the two of us.

What we would like to know is why you do not open the gates so that the law abiding citizens have the same privilege as the scoff laws.

I stayed off I-205 until you opened that, too, in spite of the fact that you permitted scoff laws full use of it for quite a while before it was officially opened.

Yours truly,

Tom Boothby

RECEIVED
STATE HWY ENGR
APR 19 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

**TOM BOOTHBY**
P.O. BOX 11302
PORTLAND, OR 97211-0302
(503) 761-9318

April 18, 1983

Chief Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

I wonder if it would be possible to make a few rule changes on the use of I-205 and its exits and entrys.

For instance, if one were traveling west on Powell, US 26, turning right directly onto a 205 on-ramp would be a violation.

For instance, if one were travelling north on 205, turning right directly onto Powell, US 26, would be a violation.

For instance, if one were travelling south on 205, exitting at Division and turning right would be a violation.

In each of these instances there appears to be no sane reason for the prohibition. In each of these instances, the violation is quite a common occurance and it bothers me a great deal to see these violations.

It seems to me that the rules should be changed so that the law abiding citizens could enjoy the same privileges as the scoff laws. I want to turn right off 205 directly on to US 26, Powell. I want to turn right off US 26, Powell, onto 205. I dislike using Division when I should be using Powell.

I presently live near Holgate on 122nd, and Powell is my street. I am forced to use Foster or Division.

Yours truly,

Tom Boothby

RECEIVED
STATE HWY ENGR
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REFER TO
E. Hardt
FOR
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Both letters

rll 8705

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-205-7(66)315
2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80403

2A. COUNTY NAME: Multnomah - Oregon
Clark - Washington

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| 7. DATE AUTHORIZATION EFFECTIVE | 8. FEDERAL ROUTE NUMBER | 9. STATE ROUTE NUMBER |
|---|---|---|
| 3/17/83 | Interstate 205 | Primary 64 |

10. GENERAL LOCATION:

Columbia River Bridge - North Channel Superstructure

11. GENERAL DESCRIPTION OF WORK

Contractor's Claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [XX] OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Keasey's letter of 3/31/83 this will confirm the date of 3/17/83 as date of Notice of Contractor's Claim and you are authorized to proceed with the necessary work as defined by FHPM 1-4-2.4 at a TEC of $20,000 Federal Funds $18,364 (SFO #5) contingent upon modification of project agreement if additional funds are required.

(Note: In view of the finalized Value Engineering adjustment in the contract and construction operations, this action should not be construed as an obligation of Federal aid funds for further contract adjustment.)

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STATE HWY ENGR
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| Info | Invest | R/D | D/E | Sign | Act | File |
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Orig to 4/18

| 14. DATE | 15. SIGNATURE OF APPROVING OFFICIAL | 16. TITLE |
|---|---|---|
| 4/13/83 | G. K. Hoisner | for Division Administrator |

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Weaver Const. Co. No. 9501 | McKay Cr. (Sumac) Bridge Umatilla County | Feb. 1, 1983 |
| Ross Bros. Const., Inc. No. 9414 | Fifteenmile Cr. Br. No. 15711A Wasco County | Feb. 2, 1983 |
| Serenity Builders, Inc. No. 9440 | Santiam & Oak Grove SRAs Marion & Linn Counties | Feb. 2, 1983 |
| Ameada Mining & Construction Co., Inc. No. 9532 | Celilo Rock Production Wasco County | Feb. 2, 1983 |
| Joe Preso Const., Inc. No. 9454 | Big Creek Bridge Union County | Feb. 2, 1983 |
| Cascade Const. Co., Inc. No. 9167 | NE Col. Blvd.-NE Weidler St. (Unit 3) Multnomah County | Feb. 3, 1983 |
| Schoolhouse R Electric No. 9520 | Crater Lake Hwy.@ Fred Meyer Access (Medford) Jackson County | Feb. 8, 1983 |
| Salem Sand & Gravel Co. No. 9467 | Willamette River (Marion Street) Bridge Marion County | Feb. 8, 1983 |
| Harry B. Stanley No. 9176 | Sunset Hills Memorial Park (Cemetery) Access Washington County | Feb. 11, 1983 |
| Eugene Sand & Gravel,Inc. No. 9372 | Willamette Hwy.@ Cloverdale Rd. Lane County | Feb. 15, 1983 |
| Bracelin-Yeager Excavating & Trucking,Inc. No. 9495 | Arizona Inn Slide Curry County | Feb. 23, 1983 |

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 15 '83
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FOR
Info | Invest | R/D | D/R | Sign | Act | File

| Contractor and Contract No. | Section and County | Acceptance Date |
|---|---|---|
| Oregon Asphaltic Paving Co. No. 9344 | UPRR Crossing to Birch Ave. Multnomah County | Feb. 24, 1983 |
| Phil Howell Const. No. 9466 | Starvation Creek, Koberg Beach and Memaloose Safety Rest Areas Hood River & Wasco Counties | Feb. 28, 1983 |
| S. J. Groves & Sons Co. & Guy F. Atkinson Co., J.V. No. 8905 | Columbia River Bridge (N. Channel Super-structure) Multnomah, OR & Clark, WA Counties | Feb. 28, 1983 |

March 1, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

"The outside bridge rail on the Glenn L. Jackson (I-205 Columbia River) Bridge is the standard rail that has been used on freeway bridges in Oregon since the mid 1960s," Walter Hart, bridge engineer for the Oregon State Highway Division, said.

Hart's comments were in response to recent criticism that the bridge's railings were unsafe for vehicular traffic.

Hart said that the type of railing used on the I-205 bridge has found broad acceptance, and is in general use in a large number of states and other countries.

The rail shape and height were the outgrowth of research on an effective barrier to redirect a vehicle that was conducted by General Motors at their test track facilities, Hart said. The rail has also been subject to actual vehicle impact testing by other agencies, he said.

A March 1976 report by the Federal Highway Administration indicates that tests conducted on this type rail show that it successfully performed its intended function of redirecting a vehicle under a reasonable angle of impact. The crash tests were run on the full range of vehicles from small compact cars to large intra-city buses.

Hart said the outside rails on the Glenn Jackson Bridge are not intended to be pedestrian railing. Pedestrians should not be on the outside shoulder of the structure except under emergency conditions, he said.

A pedestrian/bicycle path is located in the center of the structures between the north and southbound portions of the new bridge which has a high rail system to provide adequate protection for pedestrians.

Hart said he knew of no instance where a vehicle had penetrated or gone over this type of railing on a bridge in Oregon. There were instances where this had happened on the regular roadway, he said. Oregon is swinging away from the use of metal barriers and to greater use of the concrete barrier because of the increased safety, Hart said.

I-25 orig to Bell

8705

13

VICTOR ATIYEH
GOVERNOR

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 8, 1982

IN REPLY REFER TO
FILE NO.:
PUB 10-1

The Honorable Mark O. Hatfield
463 Russell Senate Office Building
Washington, DC 20510

Dear Senator Hatfield:

I am embarrassed to discover your letter was not answered promptly last spring. Please accept my apologies.

State Highway officials are sorry they cannot respond affirmatively to the request to place a plaque on the I-205 Bridge in memory of the two workmen, Louis Gregory and Robert Kerby, who lost their lives in a crane accident during its construction.

State Highway Engineer Scott Coulter discussed the matter with his senior staff, and it was their firm recommendation that the request be denied to avoid, among other considerations, setting an untenable precedent for the future.

Mr. Coulter would, on the other hand, be honored to include the parents of Mr. Gregory and Mr. Kerby in the brief dedication ceremonies for the bridge that are scheduled for December 15, 1982. He has offered to send a state vehicle for them on that day so they could be part of the official motorcade.

If the parents would be interested in that kind of arrangement, please advise them to contact Mr. Coulter's assistant, Isabel Albright, at 378-6516.

Sincerely,

George H. Bell

George H. Bell, Assistant Director
Intergovernmental & Public Affairs

GHB:bb

cc: Scott Coulter
Ed Hardt

731-0146

8905

STATE OF OREGON

# INTEROFFICE MEMO

TO: GEORGE BELL
Director, Public Affairs

DATE: October 25, 1982

FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: Early Opening I-205

Here is a letter from Attorney Jerome LaBarre sent to Donald Clark relative to the early opening of I-205 as it relateds to the Rocky Butte jail.

I thought this would be interesting reading for you in light of the research you are doing.

Attachment

cc: Fred Miller w/att

81-125-1387

Contains Recycled Materials

LAW OFFICES
JEROME LABARRE, P. C.
SUITE 1800 ONE MAIN PLACE
101 S. W. MAIN STREET
PORTLAND, OREGON 97204

A PROFESSIONAL CORPORATION

TELEPHONE (503) 228-3511

October 21, 1982

OM MRE OE PPM CE
TOS RECEIVED ME
US OCT 22 1982 PPM
CSA Metro Region T AM
SD PA EM BUD LM

Donald E. Clark
County Executive
1021 S.W. Fourth Avenue
Portland, Oregon 97204

Re: Rocky Butte Jail/I-205

Dear Executive Clark:

A newspaper article appeared in The Oregonian for October 13, 1982, a copy of which is attached, which indicated that a plan was now under consideration whereby the I-205 freeway adjacent to Rocky Butte Jail would be opened before the completion of the Downtown Detention Center. The article states that under this plan, prisoners would remain in Rocky Butte Jail next to this freeway after it was opened for vehicular use.

As you know, Rocky Butte Jail was condemned and its functional replacement paid for by the federal government because air, noise, and environmental pollution coming from the adjacent freeway would render it unfit for human habitation. Extensive studies were done demonstrating this environmental hazard prior to the condemnation in which the federal government agreed to pay over $60 million to replace Rocky Butte by the construction of the new Downtown Detention Center. If this plan is carried out, it will amount to a serious violation of the rights of the prisoners at Rocky Butte Jail who are certified as a class in the case of Jordan, et al v. Multnomah County, et al, Civil No. 80-841-RE, now pending in the U.S. District Court for the District of Oregon with continuing jurisdiction as part of the case.

This letter is to request your assurance that this plan will not, in fact, go forward, and to advise you that plaintiffs will take further remedial action in federal court if this plan goes forward. I hope that further expensive ligiation can be avoided.

Very truly yours,

Jerome LaBarre

JLB:bml
Enclosure

cc: John B. Leahy, County Counsel
Edward L. Hardt, State Dept. of Transportation
Regional Director, U.S. Dept. of Transportation
Larry Craig, Dept. of Justice Services
Tuck Wilson, Esq.

The Oregonian, Octobe

# I-205 may open before jail's

By TOM BRENNAN
Bureau chief, The Oregonian

A stretch of the Interstate 205 running past Rocky Butte Jail was scheduled to open only after the closure of the jail and transfer of inmates to a new jail downtown in late 1983, but now highway and jail officials are discussing moving up the opening date.

Edward L. Hardt, the Highway Division official in charge of the freeway project, disclosed Wednesday that he is conferring with Multnomah County officials about opening the freeway while the jail is still occupied.

Hardt, metropolitan region engineer, said the portion of the freeway from Southeast Division Street to the Glenn Jackson Bridge likely will be ready for use in the spring of 1983.

The bridge is scheduled to open in mid-December, but Portland-bound traffic will be forced to leave I-205 and get onto Interstate 84, the Banfield freeway, at the 82nd Avenue entry ramp because of the plans to delay the opening of the stretch past the jail.

Hardt said the major problem involved in the delay is that the Downtown Detention Center, due to replace Rocky Butte, will not be completed until November 1983.

He said the new freeway will pass within about 100 feet of Rocky Butte.

"A person could throw a revolver from the freeway to the jail grounds," Hardt said. "Security has been such a problem at Rocky Butte that nobody wants to make it worse. So it is possible that the freeway won't be opened until November of next year."

The engineer said vehicle pollution also presents a problem. The Banfield also is close to Rocky Butte. "It may be that air quality would be unsuitable at Rocky Butte with two freeways so near," he said.

A Lents resident, George Muir, has protested the Highway Division is being "arbitrary" in refusing to open the last stretch of I-205 until months after it is completed.

Muir said that all but about 100 yards of concrete for the four-lane freeway is poured. The remaining work is near the bridge.

"Very little work is needed to open the freeway," Muir maintained. With the economy down and plenty of workers available and good weather abundant, the contractors have built the

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The Oregonian, October 13, 1982

# may open before jail's done

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Muir said that all but about 100 yards of concrete for the four-lane freeway is poured. The remaining work is near the bridge.

"Very little work is needed to open the freeway," Muir maintained. With the economy down and plenty of workers available and good weather abundant, the contractors have built the highway faster than foreseen.

"They could get it ready by Dec. 15, when the bridge is done."

Muir, who had gone public with his criticism of the freeway plans at public hearings, said the delay in opening will push more traffic onto city streets and increase congestion.

Southbound motorists will leave the freeway at Northeast Columbia Boulevard and northbound cars wanting to cross to Washington state will have to take local streets from Southeast Division Street to the bridge.

The Highway Division, argued Muir, could open the missing link at the same time as the bridge by providing temporary lights and signs, and if necessary, putting a temporary lower speed limit on the section.

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 3

TO: F I L E

DATE: September 28, 1982

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Bicycle Facility
I-205 Bridge
Columbia River

On September 15, 1982 I met John Howard, Project Manager, and Terry Anderson on the I-205 Bridge at the Washington end. The three of us rode as much of the bicycle path as was finished and clear of tools or workmen.

I found the surface to be far better than I had expected. Most of the path rode satisfactorily. The expansion joints still pose a problem and we agreed that a thinner metal slip plate could be placed over the heavy slip plate to make the surface a lot smoother.

The only concrete surface that needs some attention is the cast section that drops to the surface at the Oregon end. Either extensive grinding or some sort of epoxy surface should be considered. This surface reminds me of the Steele Street structure: it "walks" well but it does not "ride" well.

Some time back I looked at the first unit of the bikeway to be constructed with pre-cast slabs on the Washington end. The surface was not satisfactory. I was pleasantly surprised at the improvement in the surface since that time and commend Terry Anderson for the inspection (and direction) of the placement of slabs and joint construction.

DES:ge

cc W. E. Schwartz
C. T. Keasey
E. L. Hardt

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 29 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

#8905

2.

September 9, 1982

Early opening of I-205. Includes all of I-205, including the bridge and the jail facility.

SEE: CON 21-2 - I-205 - Gen.

6105

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Columbia River Bridge (N. Channel Superstructure) | | WEEK ENDING: July 3, 1982 |
| | | SECTION PREFIX: 626-1041 |
| HIGHWAY: East Portland Freeway | | COUNTY: Multnomah & Clark |
| NAME OF JOB: Columbia River Bridge (North Channel Superstructure) | KIND OF WORK: Structure | |
| CONTRACTOR: S. J. Groves & Sons Co. & Guy F. Atkinson Co., A Joint Venture | CONTRACT NUMBER: 8905 | FEDERAL AID PROJECT NUMBER: I-205-7(66)315 |
| DATE OF CONTRACT: April 25, 1979 | DATE WORK STARTED: June 4, 1979 | ESTIMATED COMPLETION DATE: a. 3/31/82 b. 6/30/82 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1 | SPECIFIED WORK DAYS | WORK DAYS USED: 1107 |
| | SPECIFIED CALENDAR DAYS | CALENDAR DAYS USED |
| PROJECT AUTHORIZATION: $80,782,065.00 | SPECIFIED COMPLETION DATE: a. 3/31/82 b. 6/30/82 | PERCENT OF TIME ELAPSED: a. 100 b. 95.3 |
| EXCLUSIVE OF ENGINEERING: $75,037,562.60 | ENGINEERING AUTHORIZATION: $5,744,502.40 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99.9 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $71,217,419 | ENGINEERING COST TO DATE: $2,625,000 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95.4 |
| ESTIMATED PERCENT: OVERRUN / UNDERRUN ____% | PERCENT OF AUTHORIZATION: 45.7% | DATE PROJECT WAS COMPLETED: |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
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| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | 9555 | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| June-July | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 27 | Cloudy, warm | | | |
| MONDAY | 28 | Cloudy, hot | | | |
| TUESDAY | 29 | Cloudy, warm | | | |
| WEDNESDAY | 30 | Cloudy, cool | | | |
| THURSDAY | 1 | Cloudy, cool | | | |
| FRIDAY | 2 | Cloudy, cool | | | |
| SATURDAY | 3 | Forecast rain | | | |

RECEIVED
JUL 6 1982
CONSTRUCTION SECTION

CE, CAE, FOE, OCS, SCS, EEO, OM, CA, I S, TC, FE, CP

COLUMBIA RIVER BRIDGE (N. CHANNEL SUPERSTRUCTURE) Contract No. 8905

June - July

| | GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

**REMARKS**

Monday, 6/28 through Friday, 7/2: Corrective work for final inspection
CONCLUDING WEEKLY REPORT

SIGNED J. D. Howard LOCATION Portland

JOHN D. HOWARD

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

APR 30 1982

OFFICE OF
THE ADMINISTRATOR

IN REPLY REFER TO:
HTO-21

The Honorable Denny Smith
Member, United States House
of Representatives
Post Office Box 13089
Salem, Oregon 97309

Dear Mr. Smith:

Your April 7 correspondence to the Department of Transportation's Office of Congressional Affairs was referred to this office for reply. You transmitted a copy of a letter from Mr. J. H. Gregory of Woodburn, Oregon. Mr. Gregory requested the installation of a commemorative plaque on the highway bridge where his son died in a construction accident.

The memorialization of highway bridges and the installation of commemorative plaques are the prerogatives of the individual States. Such actions require neither the approval nor the concurrence of the Federal Highway Administration. It is also the prerogative of the States to determine where the plaques shall be located. In the interests of highway safety, national standards provide that plaques should not be located where they might distract vehicle drivers.

Since Mr. Gregory's request concerns a matter of local responsibility, we suggest that his request should be submitted to the Oregon Department of Transportation, State Transportation Building, Room 135, Salem, Oregon 97310. If the bridge is not on the State highway system, the request should also be submitted to the local highway agency that maintains the bridge.

We hope this information provided is sufficient for a reply to your constituent. If we can be of further assistance, please let us know.

Sincerely yours,
/s/ R. D. Morgan

R. A. Barnhart
Federal Highway Administrator

Enclosure:
Transmitted Correspondence

cc:
Washington Office

RECEIVED
STATE HWY ENGR
MAY 7 '82
REFER TO- al Harwood
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Info X | Invest | R/D | D/R | Sign | Act X | File

cy to 5-10-82

4-2-82
Woodburn Or

APR 05 1982

Congressman Smith

My name is Gregory and I am Jon Gregory's father. I called your Office and was told to put it in writting so here it is.

I would like a brass placard with Jon's name, age and that he was a member of The Operating Engineers Local 701 and he was Operating The Tower Crane when it fell on the evening of Dec 2, 1980 and lost his life Also that of Robert Neiby age 32 and a member of the Carpenters Local #26 This was on pier #15 at 5:05 o'clock 12-2-80

thank you for your kindness

I will remain Jon Gregory father

Phone # 981-5106

J. H. Gregory
P.O. Box 755
Woodburn Ore
97071

W. E. Schwartz

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*

# HIGHWAY DIVISION

Region 1

9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

April 26, 1983

In Reply Refer To
File No

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 28 '83
REFER TO
FOR
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Tom Boothby
P.O. Box 11302
Portland, OR 97211-0302

cc Plt 21-2
cc I-205

Your letters regarding the turn prohibitions at I-205 and Division Street/Powell Blvd. and your question about the I-205 bike path have been referred to this office.

The traffic patterns and associated turn prohibitions at the intersection of I-205 with Division Street and Powell Blvd. were determined by the City of Portland and Multnomah County during the time when I-205 was designed. The City's intent was that Powell Blvd. should be the arterial carrying traffic from I-205 towards Portland and that Division Street should be discouraged as an arterial for this traffic. That is why certain turns are prohibited on Division Street which would allow traffic to proceed toward the west.

Multnomah County's goal was to emphasize the use of Division Street from the freeway toward the east and to discourage Powell Blvd., therefore the turn prohibitions that they required on Powell Blvd. are intended to encourage traffic to use Division Street.

These turning prohibitions have created considerable controversy with the users of the highway. As a result Multnomah County, at a board meeting in March, took action to rescind two of the prohibitions on Powell. The right turn prohibition for northbound I-205 to Powell Blvd. and the right turn prohibition from westbound Powell to northbound I-205 will be removed very shortly. The City of Portland has decided to wait until traffic generated by the recent opening of the freeway has stabilized and then they will determine if any changes on Division Street are appropriate.

We have been attempting to keep pedestrians off the I-205 Bridge until all work on the walk way has been completed. The electrical contractor is still working. This requires access through hatches in the bikeway and across Government Island some drain inlets still remain to be grouted in. Until all of this work is completed removal of the barricades and opening the walk to the public would be exposing the State to significant liability should someone using the bikeway sustain an injury. We do expect to complete the miscellaneous items of work remaining so that the bike path can be open by May 15.

ORIGINAL SIGNED BY
EDWARD L. HARDT

EDWARD L. HARDT
Metro Region Engineer

cc: W. E. Schwartz

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. COULTER
State Highway Engineer

DATE: April 15, 1982

FROM: ALLAN E. HOAGWOOD
Region Operations Engineer

SUBJECT: REQUEST FOR PLAQUE ON I-205 BRIDGE

I recommend we not agree to place a plaque on the I-205 bridge in "honor" of the 2 men killed in the crane accident.

While I sympathize with Mr. Gregory and understand his sorrow, I feel recognizing this one tragic accident with a plaque would be slighting families of persons who lost their lives in accidents during construction of our highway system, including several of our own employees.

I know some federal projects carry plaques giving the names of those killed in construction of the facility, but to the best of my knowledge we never have, although I suspect such requests have been received in the past.

If the decision is made to place a plaque on the bridge, we need to be sure the families of all persons killed while involved in construction of the bridge have the opportunity of having the name of that person placed on the plaque. I also feel no name should be placed on the plaque without a request, or at least approval, of the family.

I know of several other people who were badly injured during construction of the bridge and at least 1 other fatal accident. Note -

Possible locations for a plaque would be the same as listed in my letter for the Jackson Plaque.

ACH/gw

Think we should avoid doing this if we can gracefully
Scott
cj 4-21-82

RECEIVED
STATE HWY ENGR
APR 16 '82
REFER TO
Beal
FOR

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. COULTER
State Highway Engineer

DATE: April 15, 1982

FROM: ALLAN C. HARWOOD
Region Operations Engineer

SUBJECT: GLENN L. JACKSON BRIDGE PLAQUE

The following, in order of my preference, are possible locations for a plaque honoring Glenn L. Jackson.

1. On the rail of the bike path at the center of the main span, which is also the State line.

2. On the bike way rail at the Washington approach to the bike way.

3. On the bike way rail on Government Island at the end of the structure.

4. On the dike adjacent Marine Drive and the South Channel Bridge.

I think locations 1 and 3 would be most appropriate, location 2 would probably be least appropriate but may get the most exposure and would provide the best view of the bridge. Location 4 on the dike could be developed into an attractive location.

ACH/gw

I like location 1 best
Next location 3
HSC
cy 4-21-82

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STATE HWY ENGR
APR 16 '82
REFER TO
Beel
FOR
Info | Invest | R/D | D/R | Sign | Act | File

P905

MARK O. HATFIELD, OREG., CHAIRMAN

TED STEVENS, ALASKA
LOWELL P. WEICKER, JR., CONN.
JAMES A. MC CLURE, IDAHO
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HARRISON SCHMITT, N. MEX.
THAD COCHRAN, MISS.
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JAMES ABDNOR, S. DAK.
ROBERT W. KASTEN, JR., WIS.
ALFONSE M. D'AMATO, N.Y.
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ERNEST F. HOLLINGS, S.C.
THOMAS F. EAGLETON, MO.
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J. BENNETT JOHNSTON, LA.
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PATRICK J. LEAHY, VT.
JIM SASSER, TENN.
DENNIS DE CONCINI, ARIZ.
DALE BUMPERS, ARK.

J. KEITH KENNEDY, STAFF DIRECTOR
THOMAS L. VAN DER VOORT, MINORITY STAFF DIRECTOR

4-7-82 21

Ed. -
What are your thoughts about this.
Is there a place where a small plaque could be placed -
Scott

L.

Mr. George Bell
Assistant Director
Intergovernmental and Public Affairs
Oregon Department of Transportation
103 Transportation Building
Salem, Oregon 97310

REFER TO

By STATE HWY. ENGR.

Dear Mr. Bell:

My office has been in touch with Mr. J.H. Gregory from Woodburn, Oregon regarding his son, Lewis Edward Gregory. As you remember, a tragic crane accident at the I-205 bridge site claimed the life of both Lewis Gregory and Robert Kerby; and it is Mr. Gregory's desire to have a plaque placed on the bridge in honor of these two men. Mr. Gregory has mentioned his son's pride in being a crane operator and a member of Local 701, and has asked that his son's position and union be noted on the plaque.

I am sure you can understand Mr. Gregory's request to have his only son remembered in this way. Your assistance, on behalf of these two men and their families, is appreciated. Please let me know if I can help in any way.

Again, thank you for your attention to this request. Please keep me informed through my Portland field office, 114 Pioneer Courthouse, Portland, Oregon 97204.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:a

Scott:
Is this possible?
Do you have any problem with it?
George

Discussed w/ Jack
No legal problems with this - any plaque shouldn't conflict with the Jackson plaque -
4-7-82
Sent to Bell

8705

# STATE COPY

cy: OSHD (H S Coulter) 3-1-82

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**INTERMEDIATE AND FINAL INSPECTION REPORT**

*(Check appropriate box)* ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | | Multnomah | Oregon |

IN COMPANY WITH: John Harwood, OSHD

| DATE OF INSPECTION | INSPECTION MADE BY | PROJECT NO. |
|---|---|---|
| 3-1-82 | H. A. Schell, Division Bridge Engineer | I-205-7(66)315 |

| QUALITY OF WORK* | PROGRESS OF WORK | TIME ELAPSED | WORK COMPLETED |
|---|---|---|---|
| Satisfactory | Satisfactory | 85 % | 97 % |

COLUMBIA RIVER BRIDGE
(North Channel Superstructure)

The project was inspected to evaluate the slip form rail pour and the concrete surface finishing.

Completed Work

All major concrete work and stressing is completed. Work remaining includes - Precast Bikeway, 4500± LF Rail, Grouting and Finishing 5 Pier X-Beam tables, Surface Finishing southbound from Pier 26 to Abutment 27.

Work in Progress

Pier 12 SB - 2 men and a rig are finishing the under side of the pier.

Pier 17 & 19 - 4 men and a rig are finishing under side of SB X-Beams.

Span 15 SB - 5 men are setting rail forms.

Span 17 SB - 6 men are tying reinforcing steel for the outside rail.

Span 21 SB - Median Rail - 12 men are pouring and extruding median rail.

Comments

Rail - The extruded rail pours appear to be progressing very well. To date the Contractor has poured up to 800 lineal feet of rail in one day. Maximum concrete slump is 1½" (see Photo 3). Most reinforcing steel is cut at 16' centers (Photo 1) and the contraction joint is hand finished (see attached Sketches 2 and 3). Natural cracking is occurring at the joint. The rail finish is a little course but very true and pleasing in overall appearance. A special 6½" concrete extension section was case on the outside of the deck (see Sketch 1) to accommodate the concrete rail extrusion form. For the bikeway parapet construction a small decked cart (see Photo 4) rolls between the rails and two men finish the parapet backside. Three men

(continued)

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APR 22 '82
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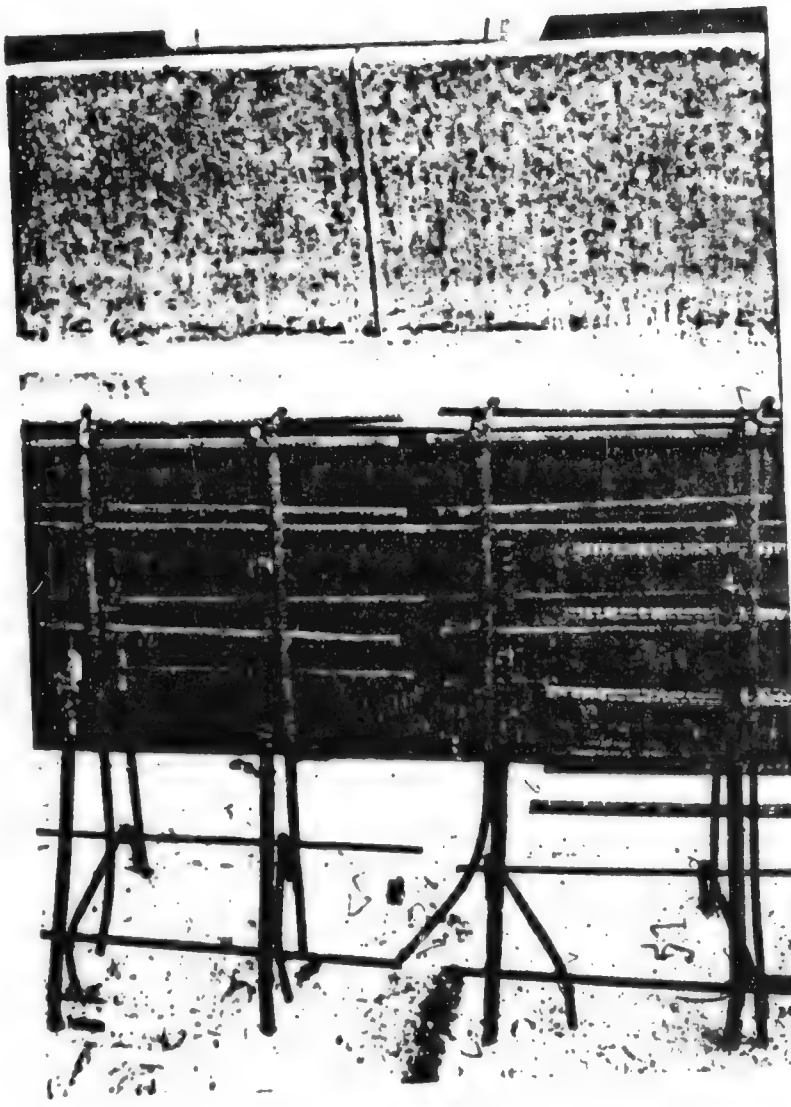
File

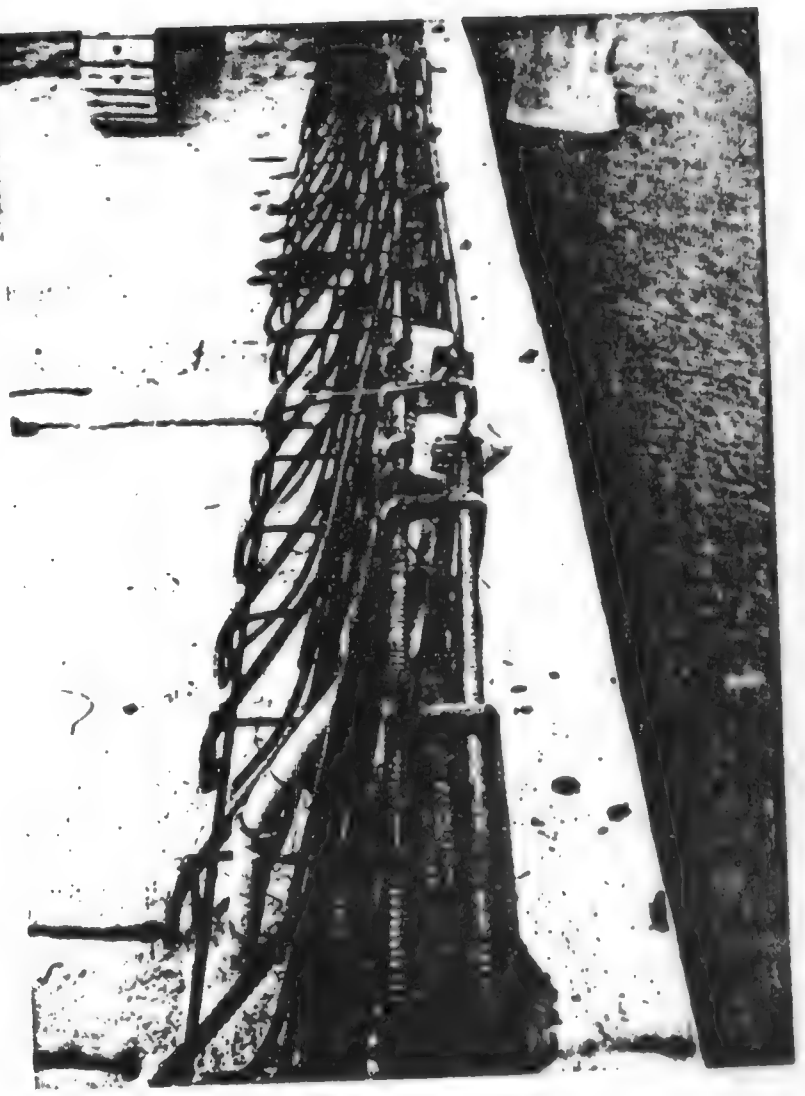
finish and straight edge the inside (roadway) section (Photos 5 and 6). A light broomed finish (Photo 8) is used after all joints and light conduit blackouts are finished. One "rod buster" (Photo 3) travels ahead of the pour to tie off any resteel or pipe that may have been misplaced after the form was initially used to check clearance. The extrusion form is electronically controlled from a tightly strung cord on standards fastened to the deck. There are about 12 men involved in the entire rail extrusion process. Attached pictures show the sequence in the rail pouring process.

Northbound Bridge Completion - It now appears that the NB structure will be completed by April 15 and available for the concrete deck overlay contractor (an agreement has been signed to this effect). This contractor, however, will still expect access on the NB bridge. This will be necessary for the precast bike path construction. Bike path precasting will start in two weeks. It appears that the project will be completed on time.

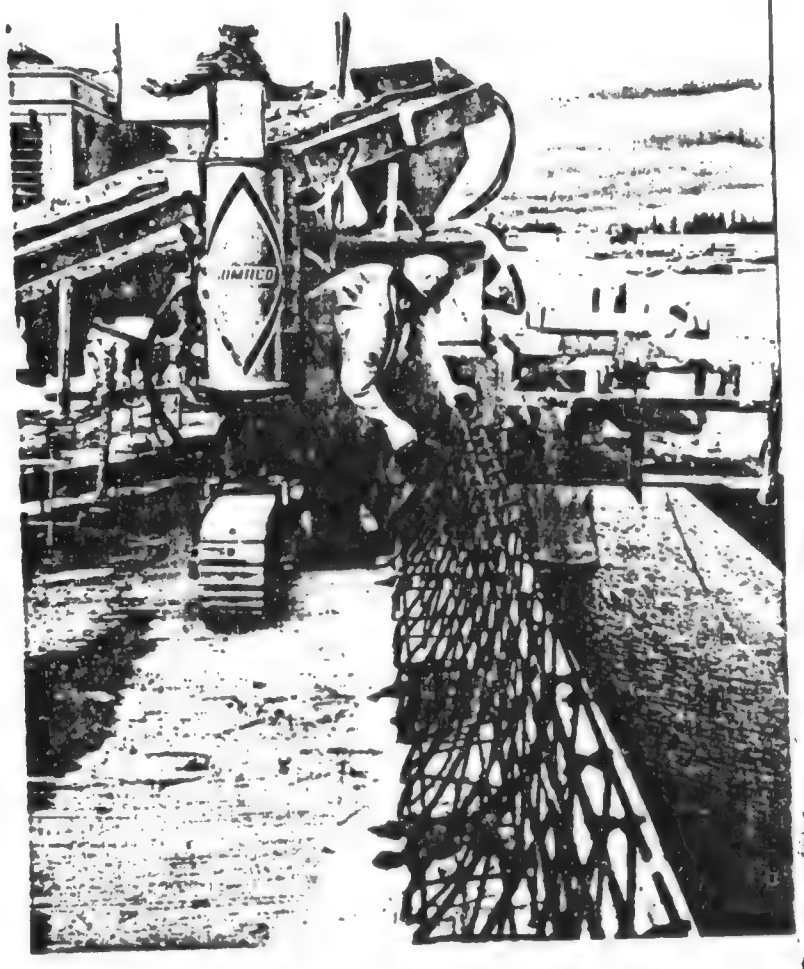
Attachments



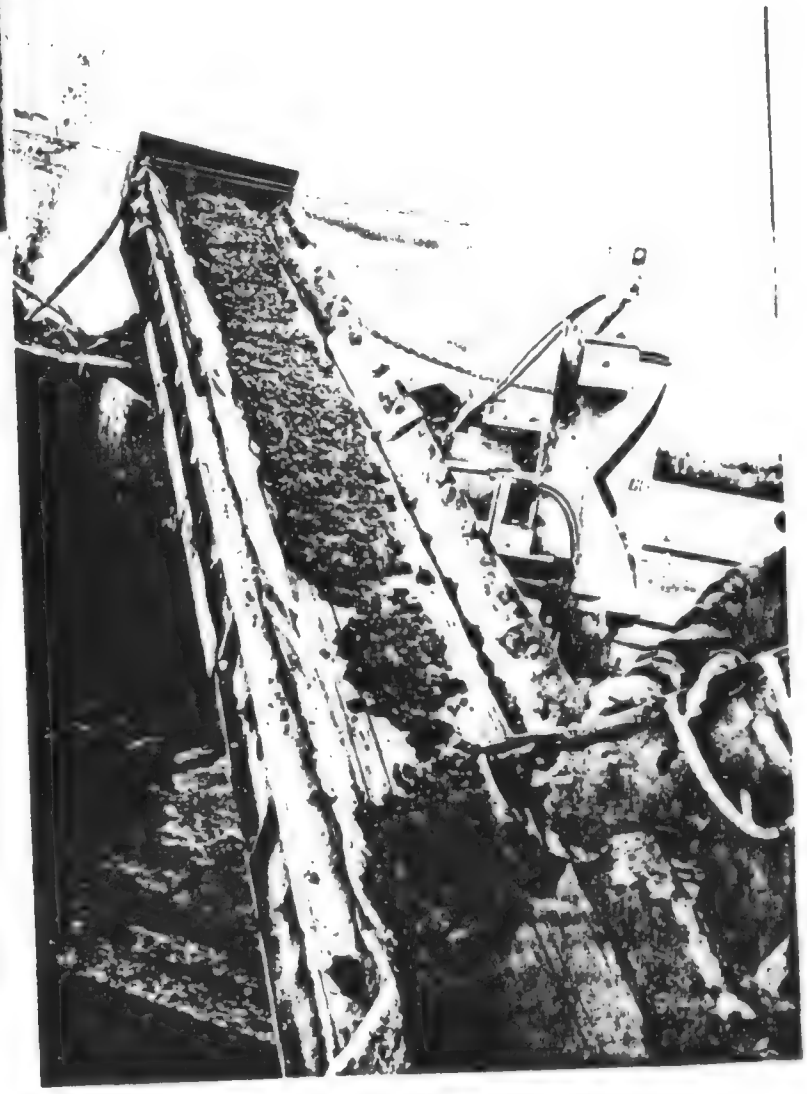
1. Contraction joint location.



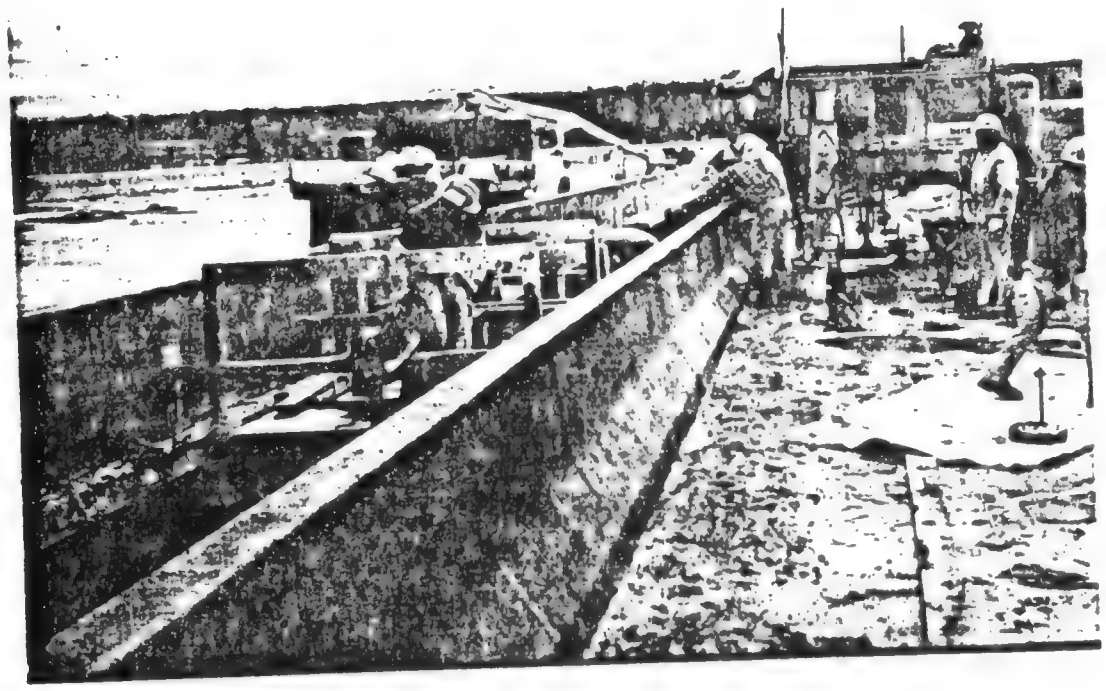
2. Light standard bolts and conduit blockout installation.



3. Advance corrective reinforcement tying if needed.

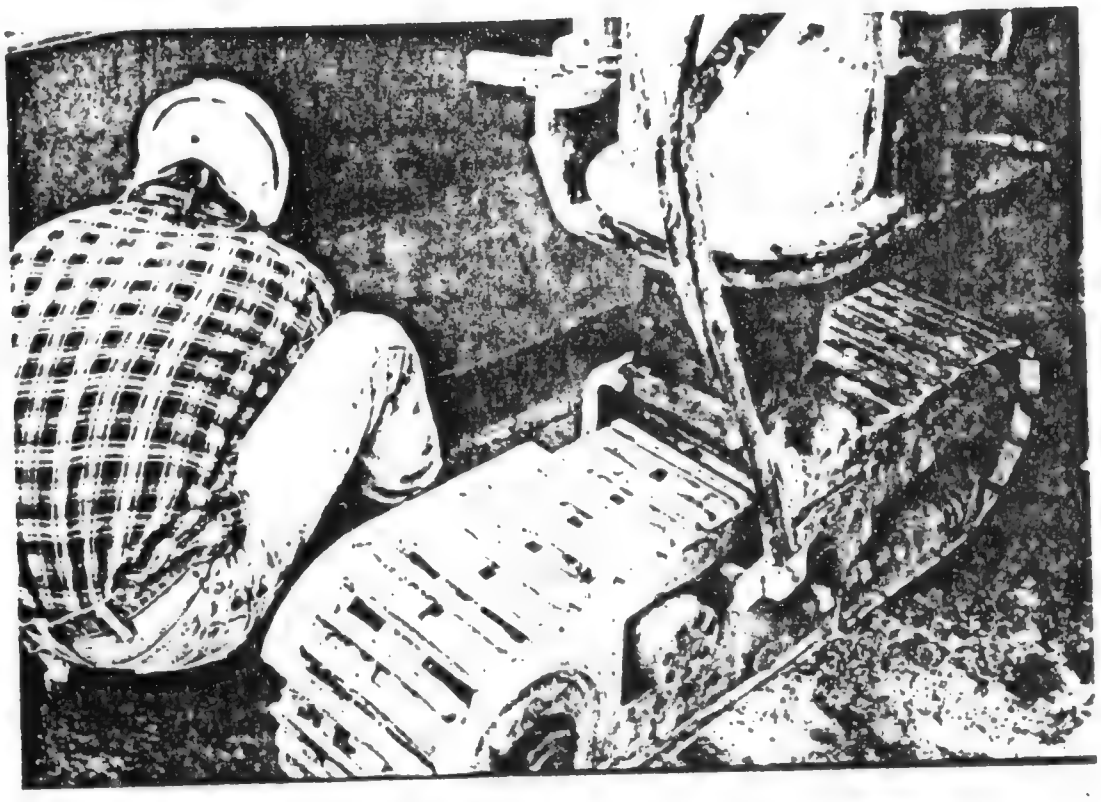


4. Concrete condition 1½" or less in slump.

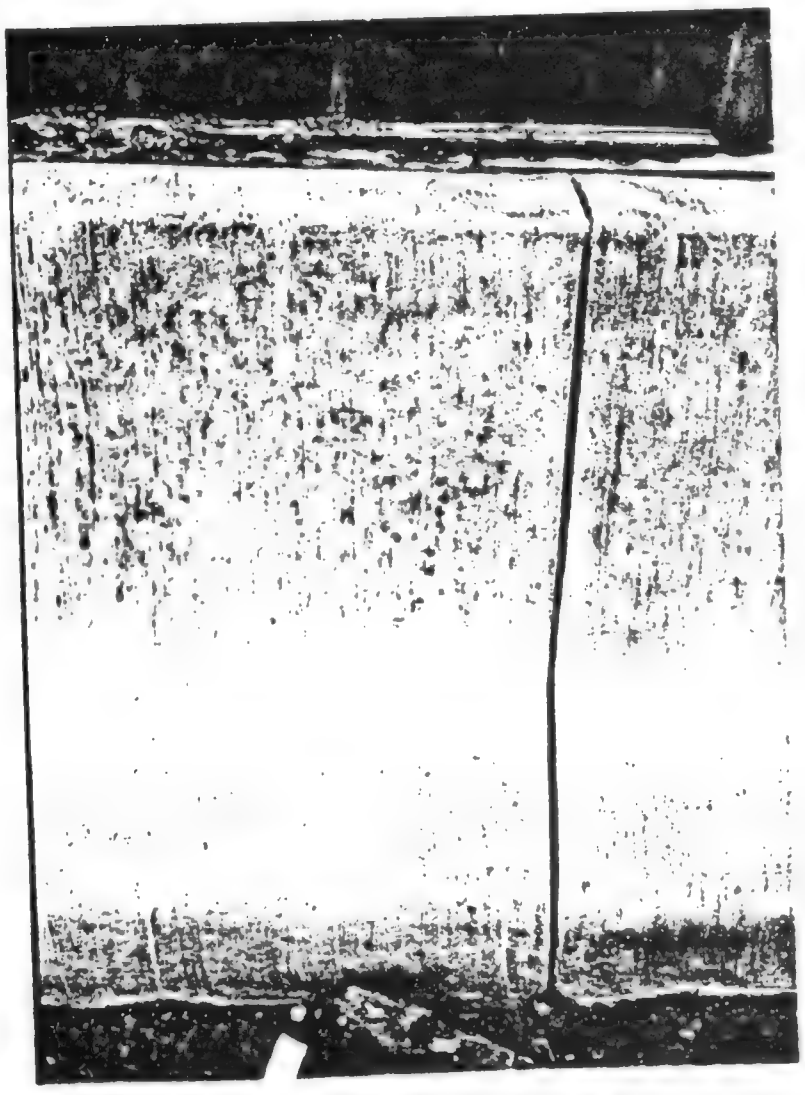


5. Finished rail section and the finishing process.

6. Straight edging.



7. Finishing bottom parapet section.



8. Finished rail appearance after curing.

ENGINEERING DEPT.



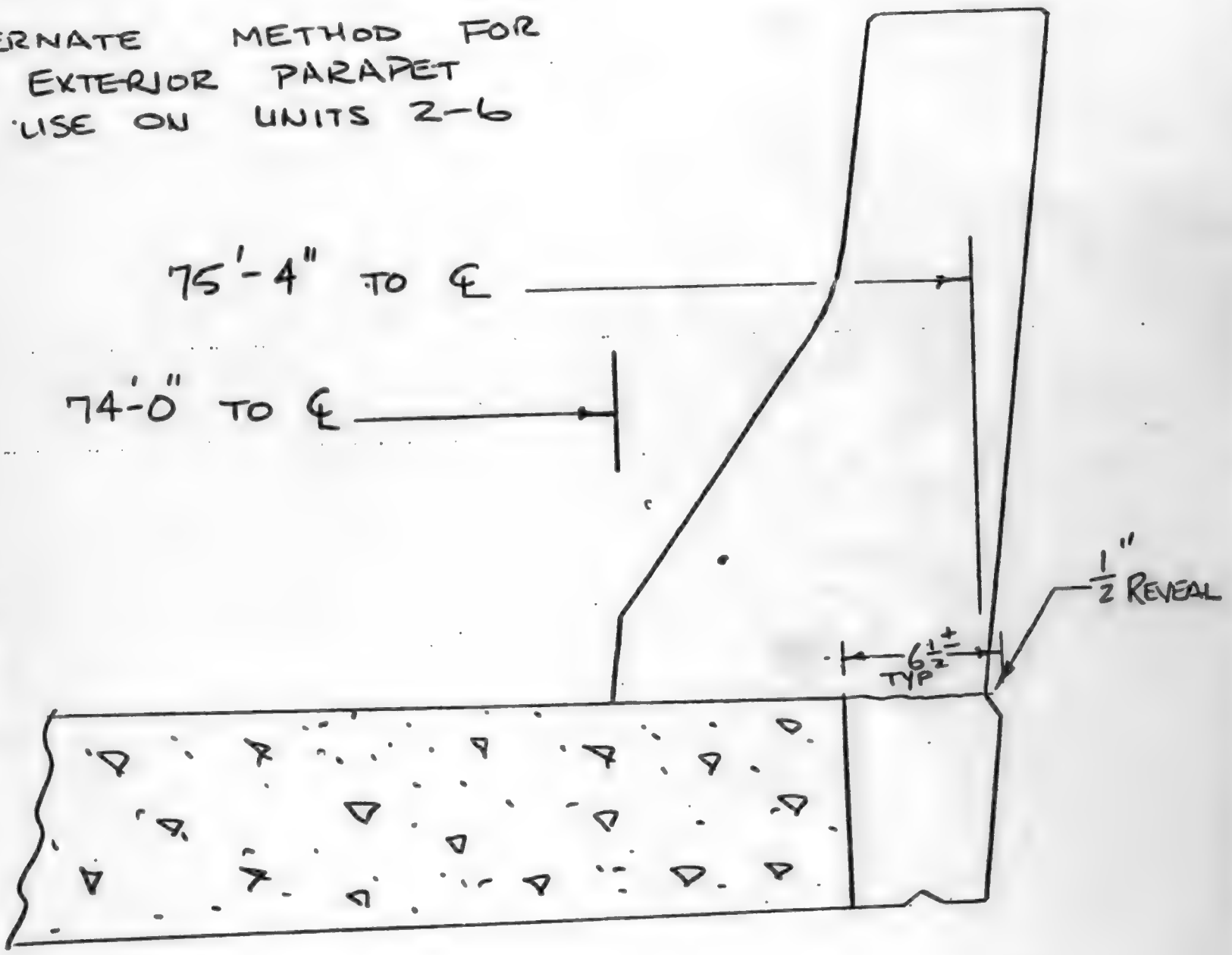
FILE

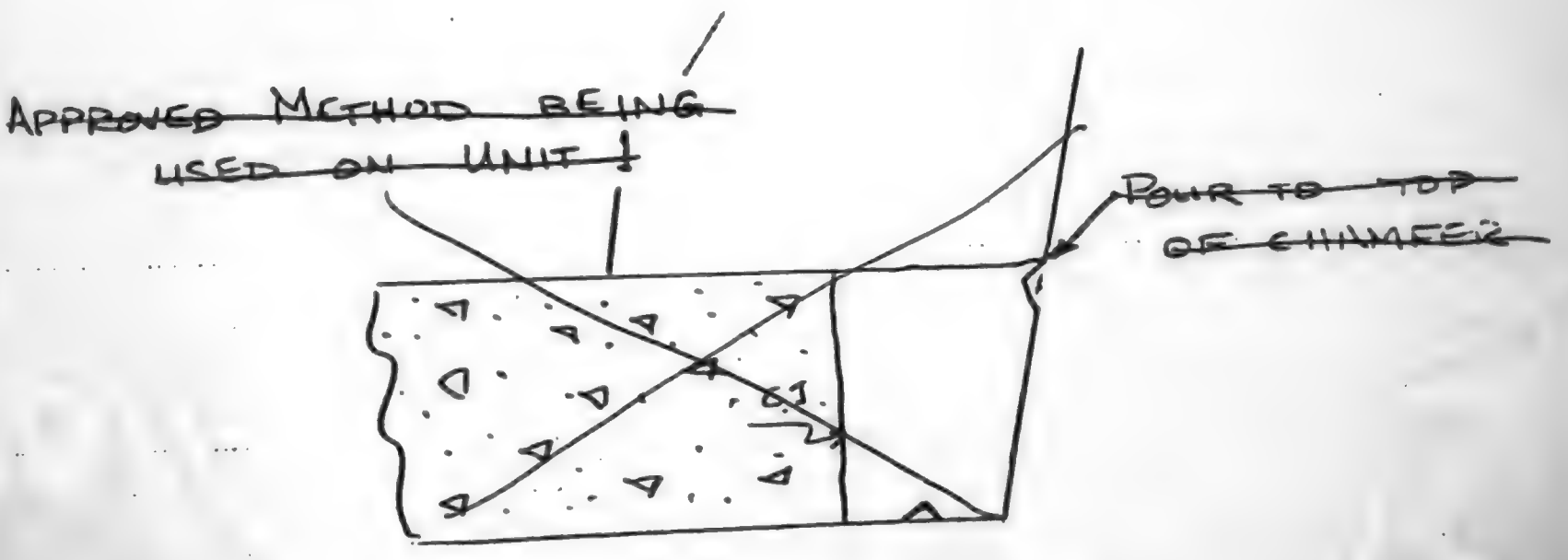
CONTRACT NO. 8905

SUBJECT PARAPET - EXTERIOR

DATE 12-29-81

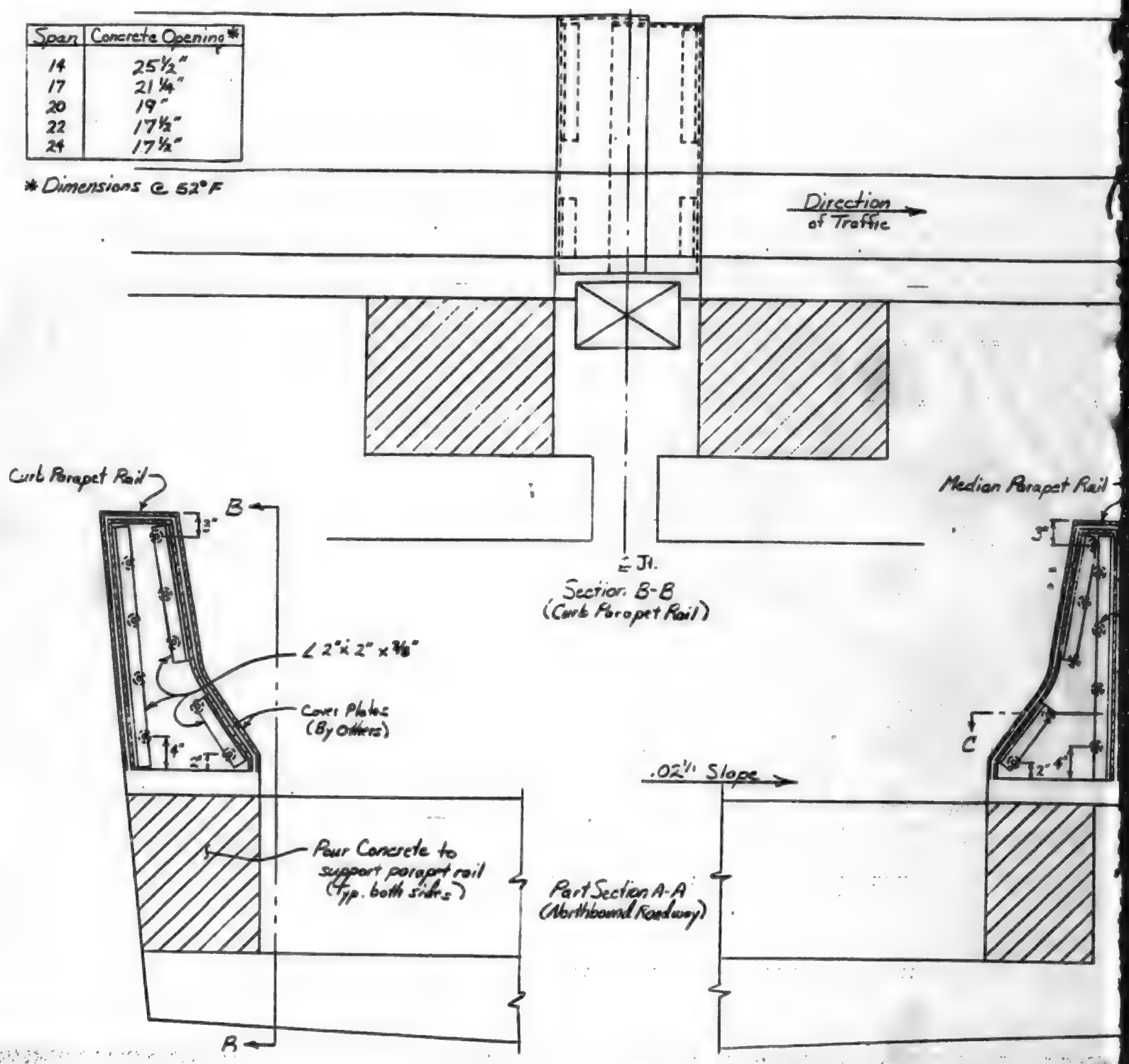
ALTERNATE METHOD FOR
EXTERIOR PARAPET
USE ON UNITS 2-6



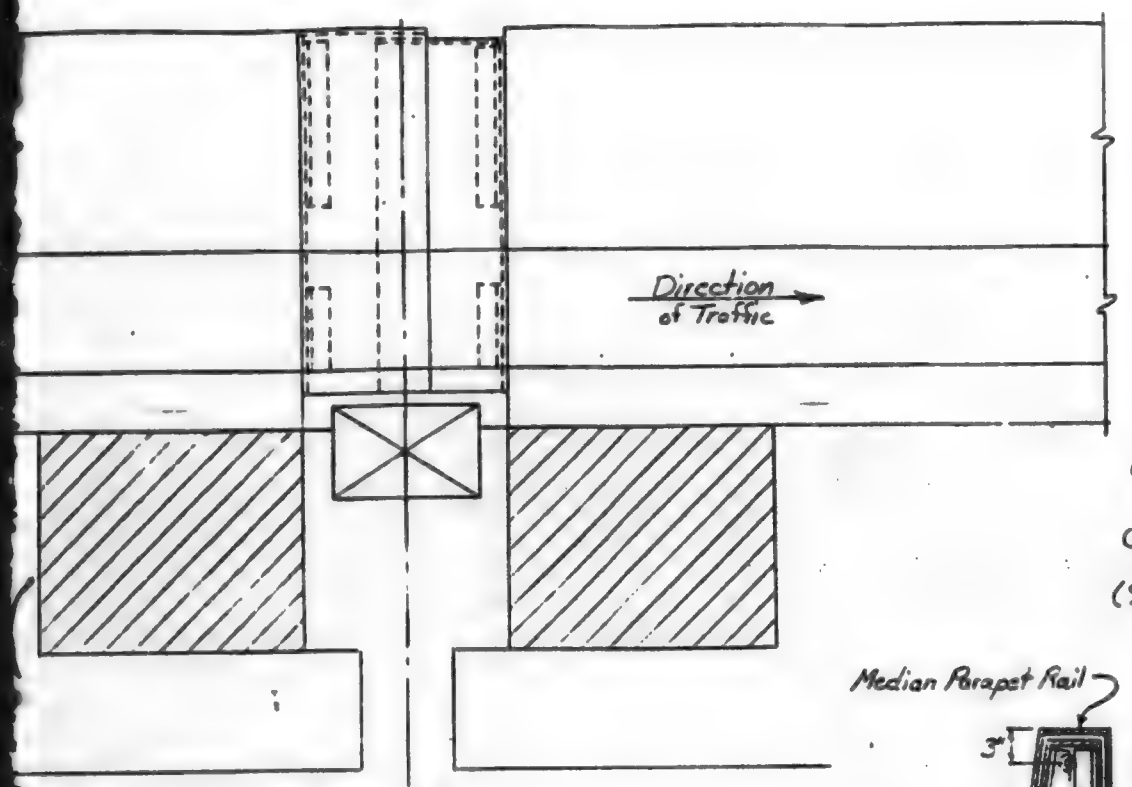



| Span | Concrete Opening* |
|---|---|
| 14 | 25½" |
| 17 | 21¼" |
| 20 | 19" |
| 22 | 17½" |
| 24 | 17½" |

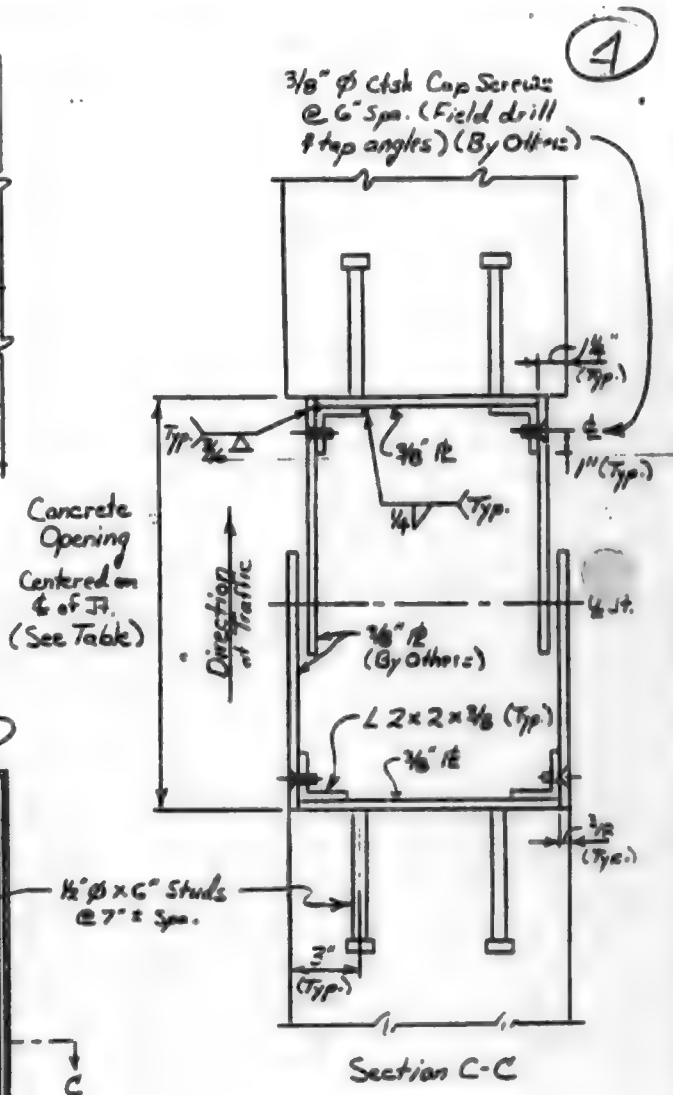
* Dimensions @ 52°F



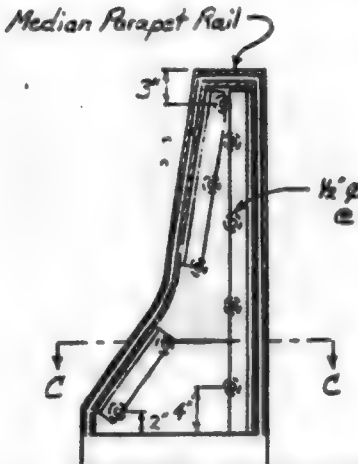
4

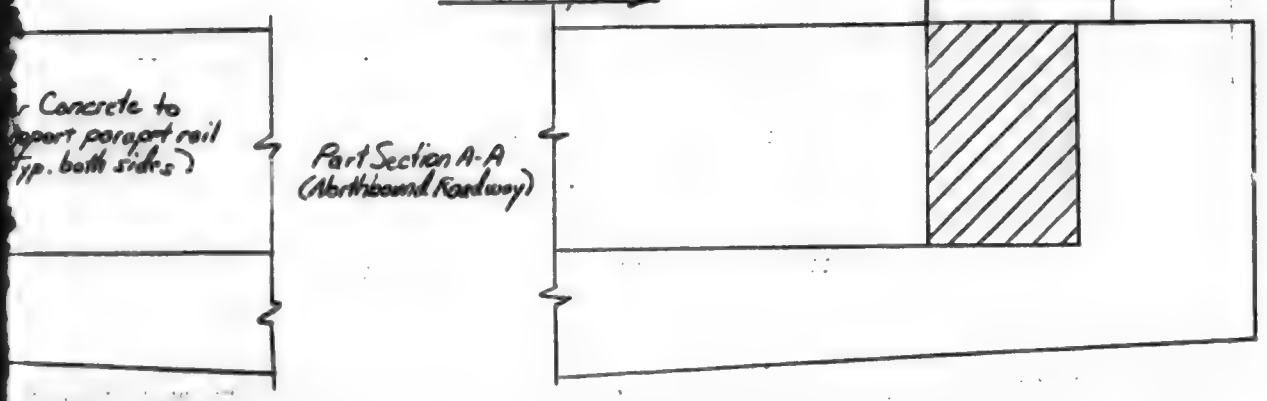



Section B-B
(Curb Parapet Rail)


3/8" ø Ctsk Cap Screws @ 6" Spa. (Field drill & tap angles) (By Others)
1/4" (Typ.)
3/8" fl
1" (Typ.)
1/4" (Typ.)
Concrete Opening Centered on ℄ of Jt. (See Table)
Direction of Traffic
℄ Jt.
3/8" fl (By Others)
L 2 x 2 x 3/8 (Typ.)
3/8" fl
3/8" (Typ.)
3" (Typ.)

Section C-C



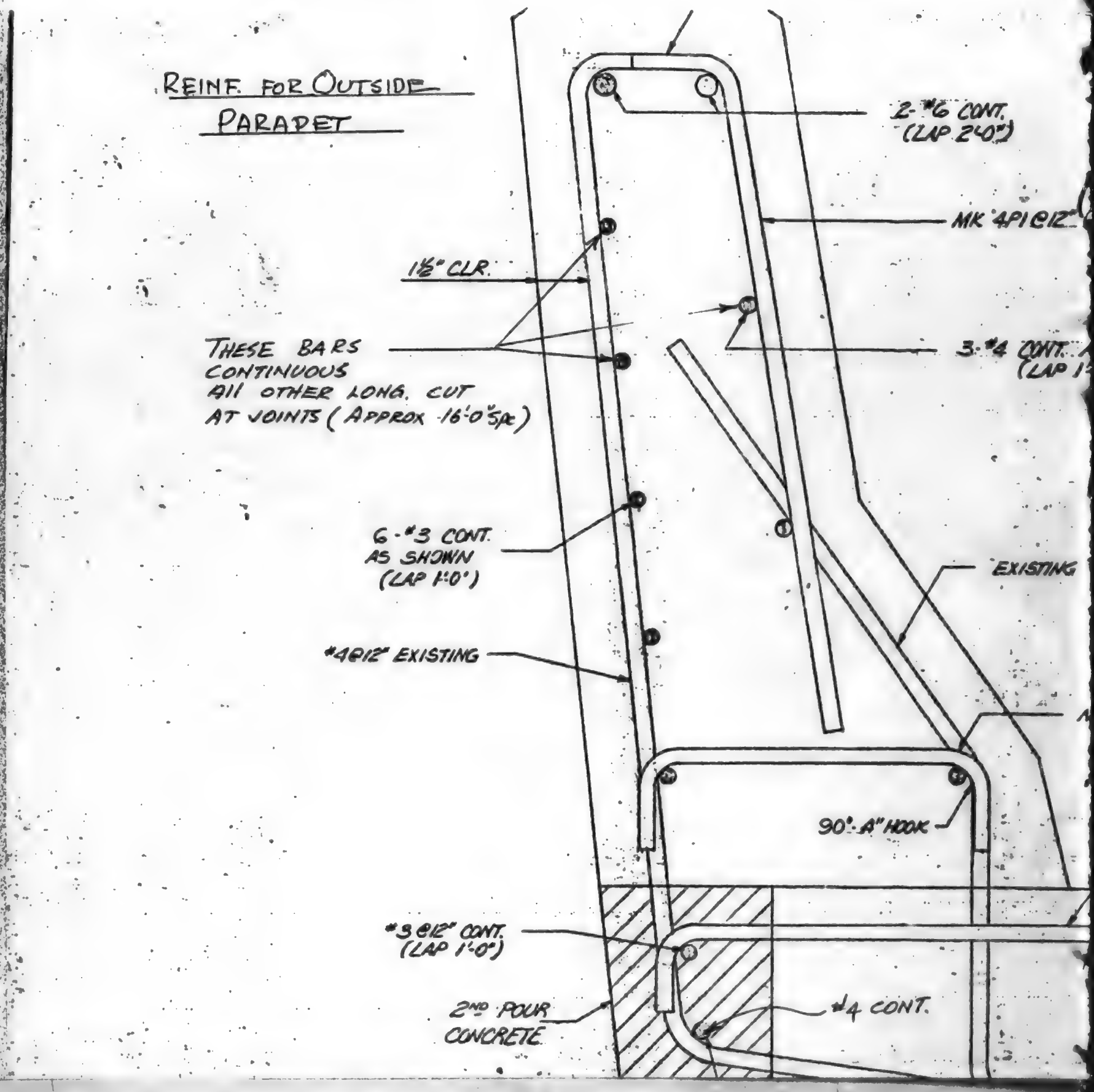

2" x 3/8" Plates (By Others)

**Notes:**

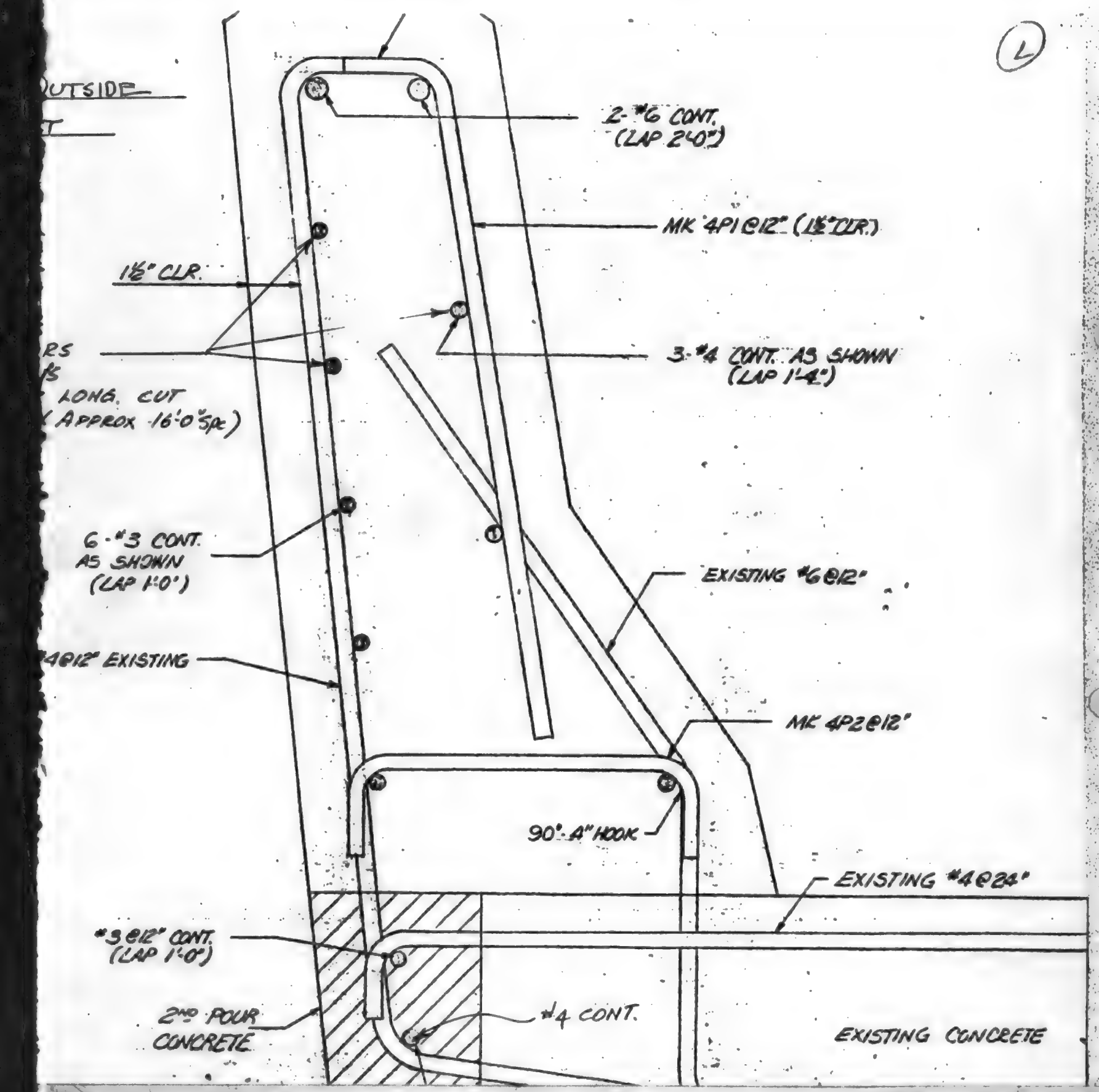
1.) All Structural steel to be ASTM A-36

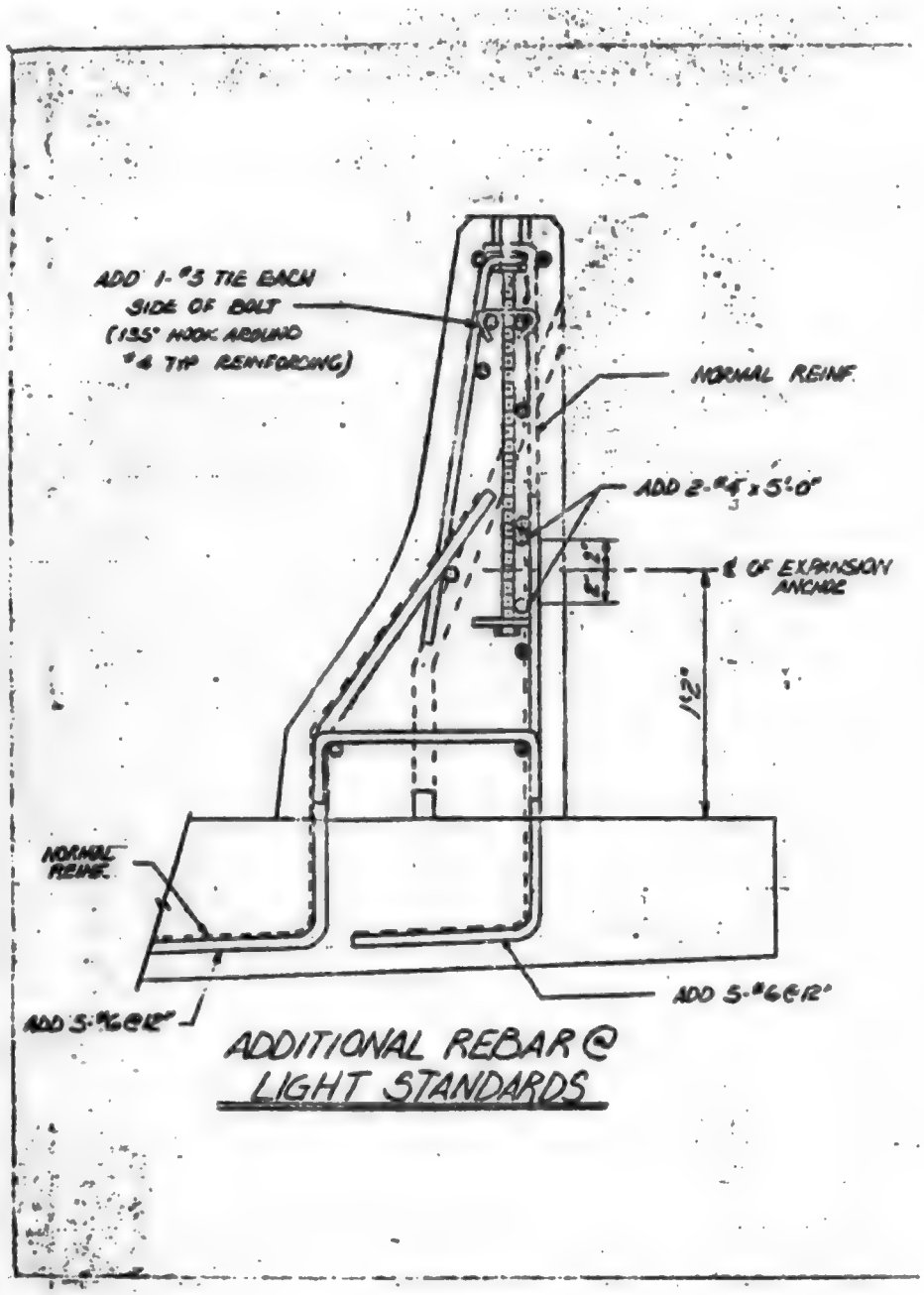
2.) Galvanize per ASTM A123 after fabrication.

## REINF. FOR OUTSIDE PARAPET

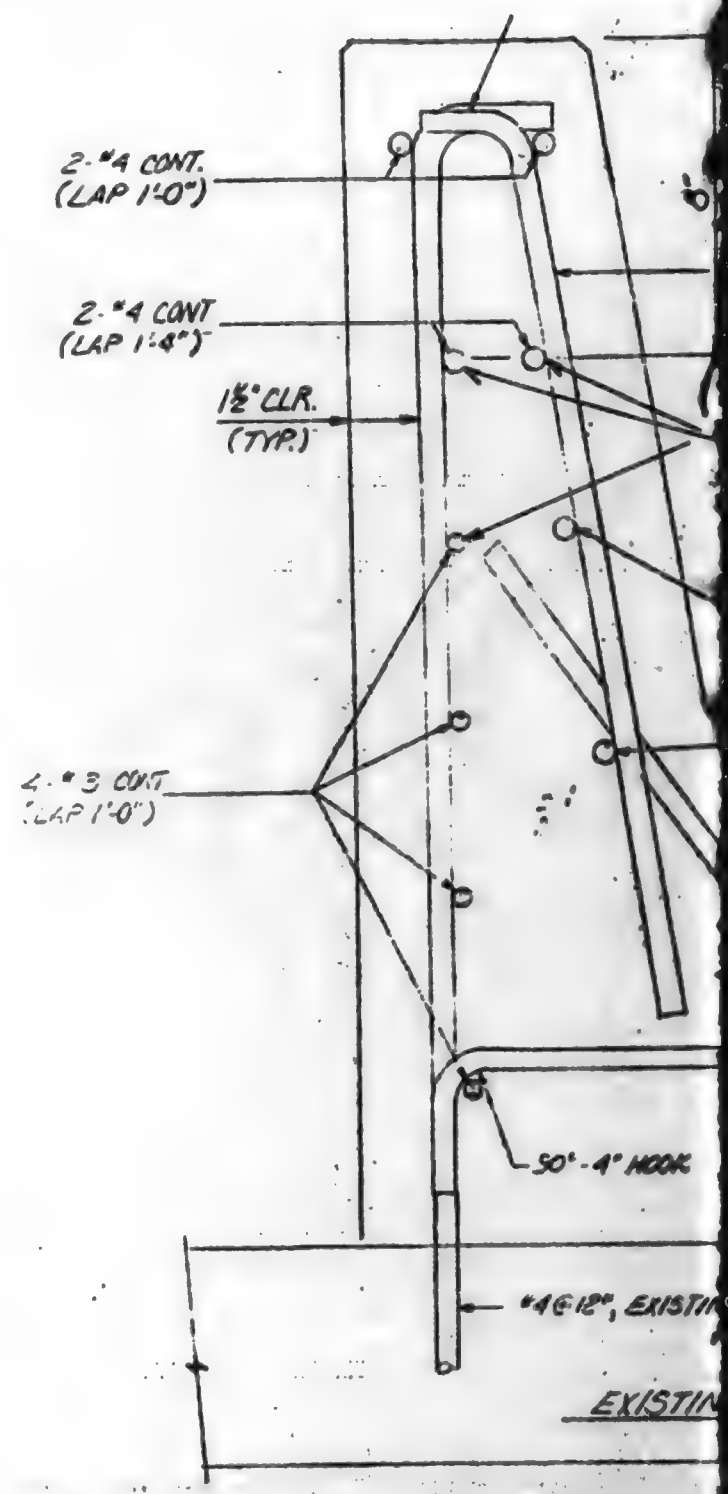


(L)


OUTSIDE
T
2-#6 CONT.
(LAP 2'-0")
MK 4P1 @12" (1½" CLR.)
1½" CLR.
RS
S
LONG. CUT
(APPROX 16'-0" SPC)
3-#4 CONT. AS SHOWN
(LAP 1'-4")
6-#3 CONT.
AS SHOWN
(LAP 1'-0")
EXISTING #6@12"
4@12" EXISTING
MK 4P2@12"
90°-4" HOOK
EXISTING #4@24"
#3@12" CONT.
(LAP 1'-0")
2ND POUR
CONCRETE
#4 CONT.
EXISTING CONCRETE




ADDITIONAL REBAR @ LIGHT STANDARDS



NORMAL REINF.

ADD 2-#4 x 5'-0"

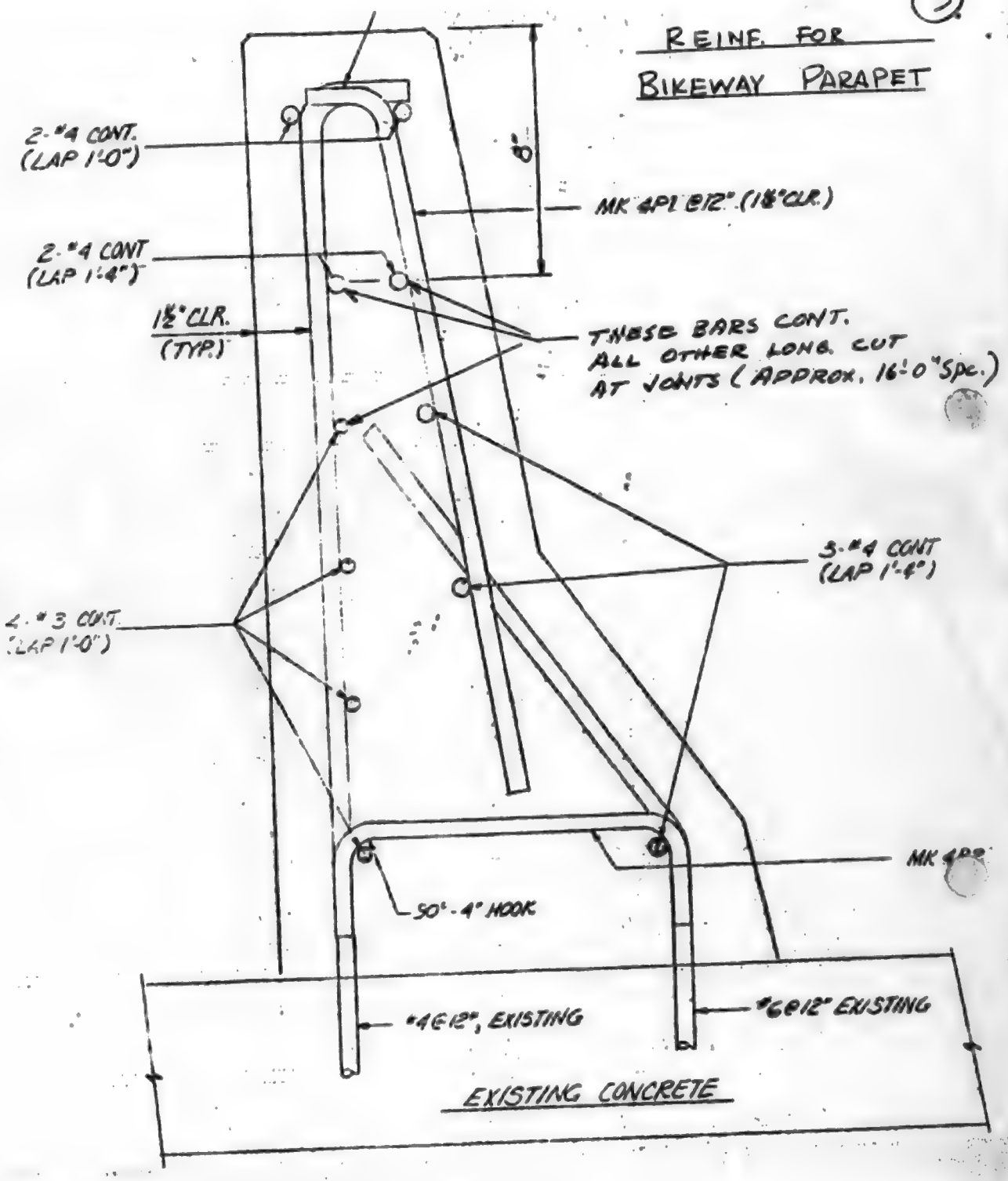
℄ OF EXPANSION ANCHOR

12"

ADD 5-#6ER"

AR @
RDS

## REINF. FOR BIKEWAY PARAPET



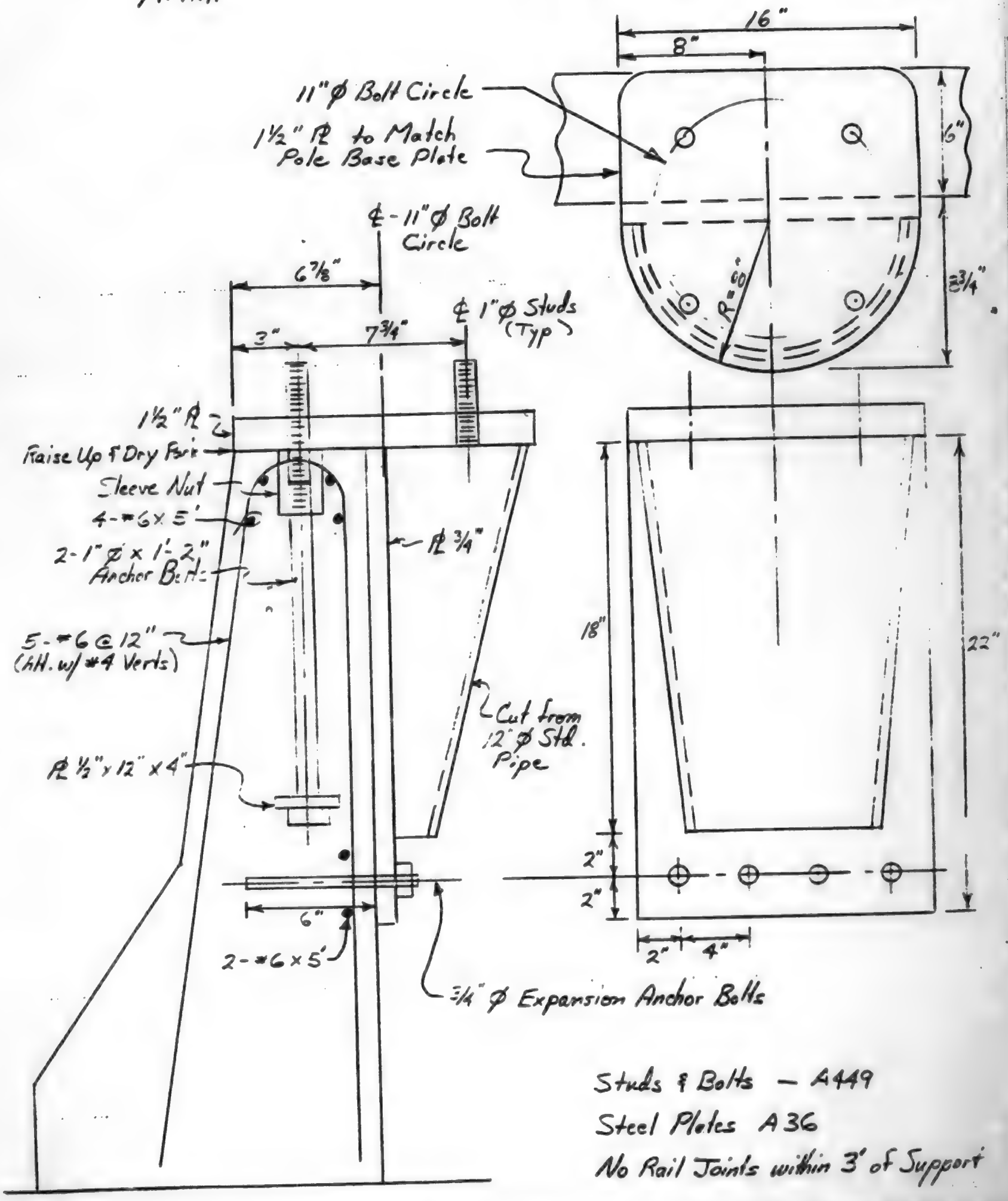
5

# I-205 Col. River — Revised Light Support

M. Hill

4-15-81

9555.




Studs & Bolts — A449

Steel Plates A36

No Rail Joints within 3' of Support

1979 Columbia R. Br. (N. Channel 890
Superstruc.) Sec. of E. Ptld. Fwy.
(Structure)
#13

U.S. Department of Transportation
**Federal Highway Administration**

# Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(65)314
South Channel Bridge
Expansion Joints (Your CON 5 #8905)

Date: January 27, 1982

From: Division Administrator

Reply to Attn. of: HFO-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

By January 26, 1982 memorandum you provided information concerning the desirability of adding the necessary work of furnishing and installing the expansion joints to the contract currently being performed by the Contractor on the subject project. Inclusion of the expansion joint work in the current contract will expedite completion of the South Channel structure and enhance early opening of the remaining segment of I-205 from the State of Washington southerly to I-84.

This will confirm the verbal concurrence in the above concept, which was given by members of my staff to Messrs. Keasey and Christensen during today's meeting.

Our final concurrence is subject to your submission and our approval of a fully supported Change Order setting forth appropriate specifications, work items, and unit prices. The order should also provide for appropriate contract time adjustments and set forth liquidated damages to be assessed in the event the work is not completed within the specified time period.

Robert B Hathaway
for Dale E. Wilken

cc:
OSHD (C T Keasey, Const)
OSHD (D O Christensen, Const)

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STATE HWY ENGR
JAN 28 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File
cy Keasey
1/28

8905

CON 5
#8905

DATE: January 26, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: I-205 Bridge

The Oregon and Washington Transportation Commissions are committed to attempting to place traffic over the new I-205 Bridge over the Columbia River before the end of this year. Three major items of work on the structures to accomplish an early opening are:

(1) Expansion joints on the North Channel structures

(2) Surfacing of the North Channel structures

(3) Expansion joints on the South Channel structures

Recognizing that the volume of work to be accomplished may preclude completion to the point that both the northbound and southbound structures across the North Channel can be opened, contingency plans for carrying traffic both directions on one structure are being developed. This will require considerable expense for temporary handling of traffic including the expense of temporary barrier rail across the structures and crossovers on both ends of the structure.

A practical way of reducing the volume of work to be done on the surfacing contract and getting an early start on the joint work would be to have the contractor presently engaged in construction of the South Channel structures install the joints on these structures. This is practical because there is no surfacing required on the South Channel structures.

Adding the joint installation on the South Channel structures to the present contract would greatly enhance the possibility of having both the northbound and the southbound structures ready to open this year and eliminate the bulk of the traffic handling costs.

The estimated cost of work proposed to be added to the existing contract is as follows:

| | |
|---|---|
| Furnish joints | $530,000 |
| Install joints | 150,000 |
| Mark up 15% contingencies, etc. | 102,000 |
| Total | $782,000 |

The big item is furnishing of the joints of which there are two potential suppliers. We would require the contractor to get quotes from both suppliers and furnish the lower priced joint.

With the present contractor equipped to perform the work which mainly involves placing concrete, installation costs should not vary and mobilization and overhead costs should be reduced.

Savings as estimated below could result from splitting the remaining work between two contractors, one of which is already on the project.

| | |
|---|---|
| Reduction in traffic handling costs | $500,000 |
| Reduction in mobilization and premium pay due to reduction in quantity of work to be accomplished in a limited time by the surfacing contractor | |
| 10 percent of $710,000* | 71,000 |
| | $571,000 |

*This saving anticipated regardless of whether or not both structures are opened early.

Also there is an advantage in having the contractor who constructed the bridge including the final deck wearing surface install the joints. We would be in a better position to enforce our deck finishing specifications across the joint and should achieve a better product.

bc Al Harwood
D. H. Moehring
W. J. Hart
E. S. Hunter
E. L. Hardt
C. T. Keasey

Portland, OR
Oregonian
(Cir. D. 247,811)

NOTED
H. S. COULTER

JAN 26 1982

Allen's P.C.B. Est 1885

# Sees extra cost

To the Editor: I wish to express strong, personal concerns regarding the plan to open certain lanes of the I-205 freeway ahead of the planned schedule.

Special-interest groups in Washington have put great pressure on the Washington Department of Transportation to expedite this plan, and, despite verbal objections I've heard from members of the Oregon Highway Department, it appears that the Oregon Department of Transportation will go along with the plan.

The benefits for commuters from Washington and industrial users will be far outweighed by the adverse impact on local citizens, especially residents of the city of Maywood Park and the Parkrose community. Not only will the opening of select lanes mean at least $1 million in extra costs, but the impact on our streets, not designed or ready for the additional traffic loads, will be extreme. It is a fair assumption that Columbia Boulevard will not be the main artery affected, but Sandy Boulevard, 102nd Avenue and the Banfield Freeway will be the ones to (bear the brunt of the traffic crunch).

DONALD COBB,
Mayor, City of Maywood,
P. O. Box 20344,
Maywood Park.

8905

L

SENATOR
HAL ZIMMERMAN
17TH DISTRICT

RESIDENCE
1432 N.E. 6TH
CAMAS, WASHINGTON 98607
892-0666 BUS.
834-2228 BUS.
834-4501 RES.

OLYMPIA OFFICE
115-A INSTITUTIONS BLDG.
OLYMPIA, WASHINGTON 98504
206-753-7632

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[illegible]
Governor's Office

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# *Washington State Senate*

**STATE OF WASHINGTON**
OLYMPIA

January 20, 1982

Please prepare a response
for the Governer's signature
by 2-28-82
Thank you.

PLEASE RETURN
ORIGINAL LETTER

04919

cy Beck
Bothmer
2/9

The Honorable Victor Atiyeh
Governor, State of Oregon
State Capitol Building
Salem, Oregon 97310

Dear Governor Atiyeh:

Thank you very much for your prompt action and timely decision to move ahead expeditiously on the completion of connecting links for the I-205 bridge.

Your efforts to make possible the partial use of the bridge ahead of schedule will benefit Oregon and Washington residents, and we on the Washington side of the bridge were extremely pleased with your very logical steps to complete this project.

Paula Stewart of Governor John Spellman's office and Ed Ferguson, the District Transportation Engineer, reported your action to us. They, too, were extremely pleased.

We all stand ready to cooperate in whatever way possible to keep the project moving and would appreciate any suggestions you might have along this line.

Most sincerely,

Al Bauer
State Senator
49th District

Bob Chamberlain
State Representative
17th District

Dennis Heck
State Representative
17th District

Hal Zimmerman
State Senator
17th District

Shirley Galloway
State Representative
49th District

Joseph King
State Representative
49th District

FRED MILLER

FORTY-SEVENTH LEGISLATURE
1981-83 COMMITTEES

CHAIRMAN, LOCAL GOVERNMENT • WAYS AND MEANS • NATURAL RESOURCES • PARKS & ECOLOGY
LEGISLATIVE BUDGET COMMITTEE • CHAIRMAN, WAYS & MEANS SUBCOMMITTEE ON GENERAL GOVERNMENT AGENCIES AND NATURAL RESOURCE AGENCIES

8905

RECEIVED
Governor's Office

# State of Washington

JOHN SPELLMAN, Governor

OFFICE OF THE GOVERNOR

January 20, 1982

The Honorable Victor G. Atiyeh
Governor, State of Oregon
State Capitol
Salem, OR 97310

JAN 31 1982
Governor Atiyeh

Dear Governor Atiyeh:

I am delighted that the Oregon State Transportation Commission voted on January 19th to accelerate construction on the I-205 project. This action allows early opening of the eastern span of the I-205 bridge, which will relieve congestion in the I-5 corridor on both sides of the Columbia River by the end of 1982.

I assure you that the Washington State Transportation Commission and the Washington State Department of Transportation are also committed to early completion of the I-205 project. It has been a great concern to the Washington Department of Transportation and to the legislators and citizens of southwest Washington.

With best wishes,

Sincerely,

John Spellman
Governor

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B. Thurman
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FRED MILLER

cc: The Honorable Hal Zimmerman
The Honorable Al Bauer
The Honorable Bob Chamberlain
The Honorable Shirley Galloway
The Honorable Dennis Heck
The Honorable Joseph King
Ms. Mary Granger
Mr. Bill Paris

*Legislative Building • Olympia, Washington 98504 • (206) 753-6780 • (SCAN) 234-6780*

8905

OREGON TRANSPORTATION COMMISSION

Delegation Matrix Management Group, Consulting Firm

Date January 19, 1982

Time 11:30 a.m.

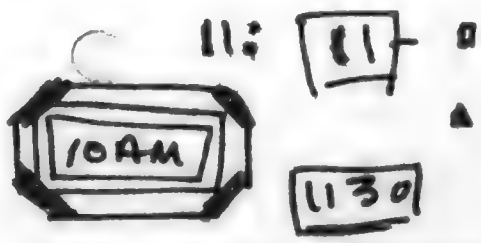
(I-205 early opening)

| Name | City or Town | Capacity |
|---|---|---|
| Dick Carroll | Vancouver, WA | |
| | | |
| | | |
| |

1-15-82 1:30 p.m.

Dick Carroll of Matrix Management Group of Vancouver, Washington, called Bob Gormsen and asked to be placed on 1-19-82 Commission agenda to discuss early opening of I-205. He represents several Oregon and Washington industries. No letter was sent to him confirming due to lateness of notification. He was added to final agenda & advised by phone of 11:30 time allocation.

F. Neavoll




Dick Carroll

Motive Management Group. ~~of~~ of Vancouver WA.

Motive Management group.

consider ~~each~~ opening of 205.

several several industries.

1130.

DICK CARROLL

Motive Management group of ~~Stuff~~ Vancouver WA

subject: only opening of I-205

Represents several region + municipal subdivisions.

8405

file L

METRO

**METROPOLITAN SERVICE DISTRICT**
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

January 18, 1982

Rick Gustafson
EXECUTIVE OFFICER

Metro Council
Jack Deines
PRESIDING OFFICER
DISTRICT 5

Betty Schedeen
DEPUTY PRESIDING
OFFICER
DISTRICT 7

Bob Oleson
DISTRICT 1

Charlie Williamson
DISTRICT 2

Craig Berkman
DISTRICT 3

Corky Kirkpatrick
DISTRICT 4

Jane Rhodes
DISTRICT 6

Ernie Bonner
DISTRICT 8

Cindy Banzer
DISTRICT 9

Bruce Etlinger
DISTRICT 10

Marge Kafoury
DISTRICT 11

Mike Burton
DISTRICT 12

Mr. Fred Miller, Director
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Miller:

On January 14, 1982, the Joint Policy Advisory Committee on Transportation (JPACT) adopted the following motion concerning the early opening of I-205.

> The JPACT formally endorses early opening of the I-205 Bridge with these conditions:
>
> - that the early opening is subject to review and approval of ODOT's Traffic Plan by affected jurisdictions;
>
> - if the traffic study identifies that signal improvements are needed on local streets, they will be incorporated by ODOT; and
>
> - that alternative 2 (connection to the Banfield) be the implemented alternative.

We would appreciate the Commission's consideration of these comments at its meeting on January 19.

Sincerely,

Charlie Williamson

Charlie Williamson, Chairman
Joint Policy Advisory Committee on Transportation

CW:KT:lmk

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cy - courtesy

FRED MILLER

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6/4 L.

REGIONAL PLANNING COUNCIL
OF CLARK COUNTY

1408 Franklin St. p.o. box 5000
Vancouver, Wash. 98668
phone 1 206 699-2361
zoning 1 206 699-2394

Executive Director
Richard T. Howsley, AICP

January 18, 1982

Mr. Anthony Yturri, Chairman
Oregon Transportation Commission
122 Transportation Building
Salem, OR 97310

Dear Mr. Yturri:

The Bi-State Policy Advisory Committee unanimously passed a motion endorsing the proposed early opening of the Interstate 205 Bridge. This action was taken following review of the Oregon Department of Transportation recommendations for accommodating the anticipated traffic impacts.

The Bi-State Committee, which was established to examine issues of interstate significance, is comprised of Multnomah County Commissioner, Gladys McCoy; Portland City Commissioner, Mike Lundberg; Metro Councilor, Mike Burton; Clark County Commissioner, Vern Veysey; Vancouver City Councilman, Dick Pokornowski; and RPC Chairman, Mike Langsdorf.

It is the Committee's understanding that given modification in the phasing of the contracts, the I-205 Bridge opening could be advanced by as much as one full year. The resulting savings to the general public are substantial in terms of time, energy, and improved safety, making it incumbent upon all public officials to do everything possible to see that the I-205 Bridge is opened at the absolute earliest date.

MILLER

There is strong consensus that an early opening of the I-205 Bridge will be to the benefit of the entire Portland-Vancouver Metropolitan Area, and we therefore respectfully urge that the Oregon Transportation Commission give its approval.

Sincerely,

BI-STATE POLICY ADVISORY COMMITTEE

Mike Burton
Co-Chairman

Mike Langsdorf
Co-Chairman

MB/ML/GM/mf17.7B17

cy. Yturri
Conetto

Bob MILLER

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Hope JED
Copy To Lenny Rochen
B.L. Buthman

18 January 1982

MA PDM PDE FFM SPC
ODOT - METRO

JAN 19 1982

BM PAR PPC FILE TIA

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MEMORANDUM

TO: I-205 File (Early Partial Opening)

FROM: Steve Dotterrer

RE: Meeting at ODOT Offices 1/14/82

Representatives of ODOT, the City, Multnomah Co., Tri-Met and the Port met to discuss methods of alleviating traffic problems on City and County arterials resulting from the early opening of the Jackson Bridge without the supporting freeway facilities. ODOT staff also distributed the final version of the METRO Section's report to the OTC, in preparation for the Jan. 19 meeting, and responded to the questions contained in the City staff's memo of January 7.

The revised report, based on new MSD figures, still estimates that 27,000 trips/day will use the bridge, but that only 6000/day will be "new" trips (rather than the previous estimate of 13,000). This revision concurs with the City's travel time analysis which demonstrated that for some travellers the Portland CBD/inner eastside would be more quickly accessible via the Jackson Bridge even without the freeway. (See the revisions to Figure 5 in the report.) The report does not discuss whether or not alternative 2 would produce greater volumes across the bridge. Additionally, the dollar benefits from time savings are included in the report, although the interest rate calculations have been removed.

ODOT staff stated that the early opening of the bridge would not delay opening of the 4-lane I-205 (Dec. '83) or the interchanges. Port staff confirmed that Airport Way will be completed at the end of '82, approximately the same time as the early bridge opening.

Major problem areas or issues discussed at the meeting included:

- 102nd Ave., particularly the Halsey/Weidler couplet intersection, which is currently at capacity, and the Sandy intersection, which is part of Tri-Met's route 14, a major regional truck route which will play an expanded role with the June service changes.
- Sandy Blvd., east of Hollywood
- 82nd Ave. at Wasco and north of the Banfield to Sandy.
- If the Columbia Blvd. off ramp from I-205 northbound could be opened, some traffic relief could be provided to Parkrose, Marine Drive and perhaps the Banfield.

Conclusions/Recommendations

The general objective is to use restriction measures which will control the Jackson Bridge traffic while minimizing the impact of traffic currently using the arterial system. Bus operations is a particular concern.

1. For Oregon to Washington traffic, a temporary I-205 connection will be identified as follows: east on the Banfield to 122nd exit, north on 122nd to Airport Way, west on Airport Way to its interchange with I-205. This route will require the early paving by ODOT of that portion of Airport Way east of the interchange to the terminus of the County's project. The route, which has the fewest number of signals and higher travel speeds appears to be feasible. A small number of homes near the 122nd Ave. off-ramp, which currently has low volumes, will be impacted.

2. At the Columbia Blvd. north bound on-ramp, the signal times for left turning traffic eastbound on Columbia will be restricted. The northbound lane in the road connecting Sandy Blvd. to the northbound on-ramp will not be opened. These actions will decrease the desirability of 82nd, Sandy, and Columbia as an alternate to the signed route described in 1.

3. Washington-to-Oregon traffic volumes will be restrained to maintain acceptable levels of service on the arterials by controlling the green time at the Columbia Blvd. southbound off-ramp. Traffic volumes on Columbia Blvd. are high enough to justify this approach.

4. ODOT staff believes that it is possible to open the I-205 northbound to Columbia westbound loop ramp at the end of '82. If so, it will be done. (Editorial comment - we did not discuss the reverse movement, which should also be opened.)

5. We still need to establish the "triggering" volumes for City and County arterials. (Presumably for those streets listed under "major problems" above.) These volumes will be used to determine if the proposed control measures need to be revised.

6. After the JPACT session, Paul Bay discussed the need to introduce bridge transit service in Jan. '83. Will this require any additional traffic control measures?

SD:db

cc: Ted Spence, ODOT
Mike Bauer, Traffic Engineering
Sara Salazar, Port
Bebe Rucker, Multnomah Co.
Ken Stanley, Tri-Met

8905

E.

# MULTNOMAH COUNTY OREGON

BOARD OF COUNTY COMMISSIONERS
ROOM 605, COUNTY COURTHOUSE
1021 S.W. FOURTH AVENUE
PORTLAND, OREGON 97204

DENNIS BUCHANAN • District 1 • 248-5220
GLADYS McCOY • District 2 • 248-5219
CAROLINE MILLER • District 3 • 248-5217
EARL BLUMENAUER • District 4 • 248-5218
GORDON SHADBURNE • District 5 • 248-5213

January 15, 1982

PDM PDE FFM SPC
ODOT - METRO

Mr. Robert Bothman
Oregon Department of Transportation
5821 NE Glisan
Portland, Oregon 97213

JAN 18 1982

BM PAR PPC FILE T/A

Dear Bob:

The County concurs with the ODOT staff recommendation to an early opening of the I-205 Bridge, using Alternative 2, which is the least disruptive alternative to the surrounding street system.

The County further recommends that the Airport Way/I-205 Interchange be fully opened and the loop ramp at the Columbia Boulevard Interchange be constructed to permit northbound I-205 industrial traffic to proceed westbound on Columbia Boulevard.

County staff will be working with ODOT to develop a traffic plan for I-205 bound traffic for areas affected.

Thank you for the opportunity to comment on the early opening of the I-205 Bridge.

NOTED
E. S. HUNTER

Sincerely,

Dennis Buchanan
Commissioner

DB:jn

cc: Coulter
Hunter

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AN EQUAL OPPORTUNITY EMPLOYER

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Given to CTC 1/19/82

## DISCUSSION PAPER

## Early Opening of I-205 from Washington to I-84

Two alternatives have been investigated for providing four lanes of traffic from Washington over the new Interstate 205 Bridge.

Alternative I would terminate at Columbia Boulevard and Alternate II would continue southerly to provide connections to I-84 to and from the east at the North Banfield Interchange.

The first alternative, terminating at Columbia Boulevard, was rejected due to the adverse impacts imposed by traffic on Columbia Boulevard, Sandy Boulevard, and other local streets.

A traffic projection and user benefit study of Alternate II revealed the following:

1. Calculations of benefits to motorists by an early partial opening of I-205 indicates that approximately $28,600 could be saved every weekday for the travel between Oregon and Washington. Additional traffic placed on the major streets in northeast Portland would cost the current users of those streets $2,350 in added travel time each weekday for a net benefit of $26,000 per weekday.

2. Relief in the I-5 Corridor by traffic diversion to I-205 would reduce the peak period from about 2-1/2 hours to about 2 hours.

3. Traffic forecasts indicate that 27,000 vehicles per day would use partially completed section of I-205.

## IMPACTS, EARLY PARTIAL OPENING COLUMBIA RIVER I-205 BRIDGE

### Bridge Work to be Completed:

Deck paving and joint installation totaling $4.5 million in approximately 5 months or $.9 million per month average accomplishment required to open the northbound North Channel structure. Contract to be bid as soon as possible.

### Additional Costs:

| | |
|---|---|
| 1. Additional cost. Expedited bridge paving and joint installation | $ 250,000 |
| Additional cost to the illumination contractor for working under traffic | 50,000 |
| Traffic handling costs and median barrier installation | 350,000 |
| Contractual problems. The State may have to assume responsibility for some finish work that might have been the responsibility of the current North Channel Bridge contractor | 250,000 |
| Total I-205 Bridge additional cost | $ 900,000 |

Risk Involved:

Deck paving work is weather sensitive. Expedited completion dates are also sensitive to the capabilities of the successful bidder.

EARLY OPENING OF I-205, COLUMBIA RIVER TO I-84 SECTION

Additional Costs:

| | |
|---|---|
| 1. Early completion of the MOCON contract for grading, drainage, structures and cement treated base from Marine Drive to the Banfield Freeway | $ 270,000 |
| 2. Portland cement concrete paving to be contracted about the first of March, 1982. Estimated costs for the required early completion dates on this contract covering the Columbia River Bridge to the North Banfield Section | 400,000 |
| Total Columbia River--I-84 Additional Cost | $ 670,000 |

Construction Problems and Risks:

1. MOCON Corporation has been contacted re expediting the remaining work on their contract. They have supplied a critical path schedule which indicates they can accomplish the work regardless of weather conditions. There is approximately $1 million worth of

drainage, grading and cement treated base to finish. Weather will be a factor as this work must be completed by July 1.

2. The successful bidder on the paving contract must be well organized, well managed, with experienced personnel to accomplish $9 million worth of PCC paving, signals and related surface work in the period from July 1 to December 1982, a production rate of $2 million per month. We assume that only firms capable of doing the work within this time period will bid the project and it is possible to achieve a production rate greater than required with average weather for the spring, summer and fall season.

SUMMARY:

Because of the weather, material supply problems, limited time and total amount of work to be accomplished, there is no certainty that this section of I-205 can be opened to traffic in 1982. However, there is a high probability. Our analysis indicates that there are high user benefits far exceeding the expected costs for attempting an early opening. The "worst that could happen" is that a partial opening of I-205 would be delayed until the late spring or early summer of 1983. Even this would produce user benefits in excess of the anticipated costs involved, as shown in the table below:

EARLY OPENING

User Benefits = $26,000/weekday ---- $572,000/month

| 12 mo. | 9 mo. | 6 mo. | 3 mo. |
|---|---|---|---|
| $6.8 million | $5.1 million | $3.4 million | $1.7 million |

Total cost for attempting a 12-month early opening -- $1.6 million.

Attachment

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1/15/82

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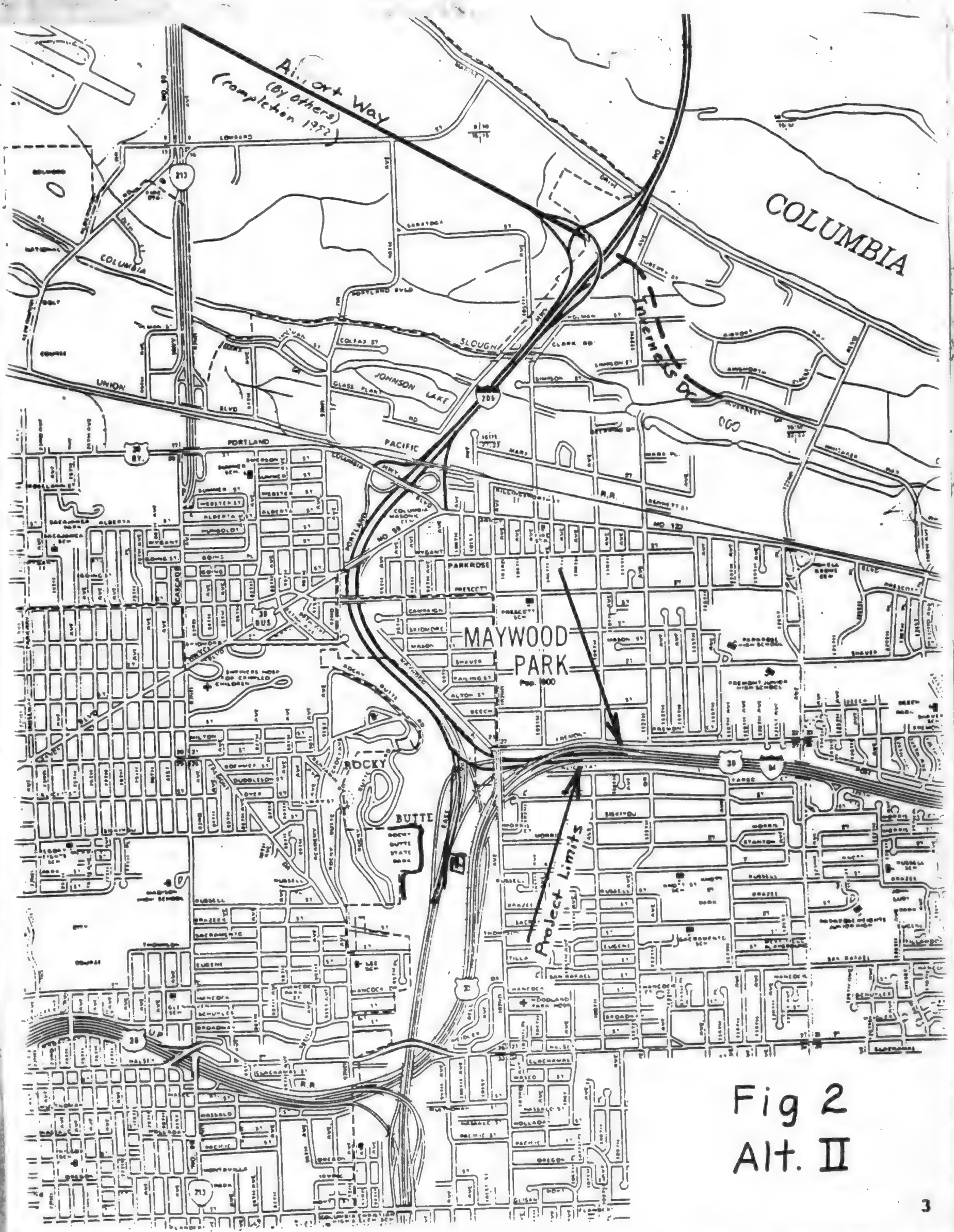
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MAYWOOD
PARK
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ROCKY
BUTTE
Project Limits

Fig 2
Alt. II

#8705

January 12, 1982

CON 21

The Honorable Ron Wyden
Member of Congress
1440 Longworth House Office Building
Washington, D. C. 20515

Tony Yturri referred your letter of January 8 to me for reply.

The Glenn L. Jackson bridge and adjacent roadways are scheduled for opening in the fall of 1983.

We are currently assessing the remaining contract work to see if it is feasible to stage the construction so as to open the bridge on a limited basis, as early as the fall of 1982, while the remaining work is done.

We should have our evaluation completed this week. We will discuss the issue with the Transportation Commission on January 19 and possibly will reach a decision at that time.

I appreciate your continuing interest in transportation.

Fred D. Miller
Director

cc Anthony Yturri

bc H. S. Coulter

LWR:lb fn

RON WYDEN
3D DISTRICT, OREGON

WASHINGTON ADDRESS:
SUITE 1440
LONGWORTH HOUSE OFFICE BUILDING
PHONE: 202-225-4811

DISTRICT OFFICE:
P.O. BOX 3621
1002 N.E. HOLLADAY STREET
PORTLAND, OREGON 97208
PHONE: 503-231-2300

*Congress of the United States*

HOUSE OF REPRESENTATIVES
WASHINGTON, D.C. 20515

COMMITTEES:
ENERGY AND COMMERCE
SMALL BUSINESS
SELECT COMMITTEE ON AGING

January 8, 1982

The Honorable Anthony Yturri, Chairman
Oregon Transportation Commission
135 Transportation Building
Salem, OR 97310

Dear Chairman Yturri:

I would like to suggest a possible further revision of the Commission's Six Year Highway Improvement Program as it relates to the construction schedule for the I-205 Glenn L. Jackson Bridge across the Columbia River.

I share with many of my Third District constituents a strong interest in seeing this bridge open to traffic at the earliest possible date. Continued residential and economic development in the central and eastern portions of Multnomah County depends in large part on the timely upgrading of this area's transportation system. The Banfield Light Rail Project, the refurbishing of the Banfield Freeway, and the completion of the Glenn L. Jackson Bridge, along with the remainder of the I-205 project, are all essential to this goal.

Opening of the I-205 Bridge at the earliest possible date is also desirable in order to alleviate the serious congestion problem on the I-5 Bridge. Presently, heavy use of this bridge results in excessive delays for commuter and commercial traffic alike and creates a significant traffic safety problem. Additionally, travel time between the eastern portion of Multnomah County and many areas in Southwest Washington will be cut dramatically as soon as the I-205 Bridge can be at least partially opened.

Thank you for allowing me to contribute my views on an issue of grave concern to many of my constituents.

With warm regards,

Sincerely,

Ron Wyden

RON WYDEN
Member of Congress

RW/rw

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STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: January 6, 1982

File No: 626-1909

TO: Edward L. Hardt
Region Engineer

FROM: Robert N. Bothman
Administrator

NOTED
E. S. HUNTER

SUBJECT: I-205 Partial Opening

I discussed the partial opening of I-205 with Duane Christensen on January 6. Duane's question dealt with the base contract, not the paving contract. His question was whether we could delay completion of the Division/Powell connection in order to prioritze the Banfield-Marine Drive section.

I advised him that the base was essentially completed on the Division/Powell connection and that we could write into the paving contract the paving of that connection prior to July 1 when we are making the northern section available.

I indicated that we had backed off on our commitments twice on the Division/Powell connection. First with the initial project when we completed the Foster/Powell section, and second, when we backed off of the price agreement which would have opened the connection at the end of 1981. If we were to cause a third delay, we would be reneging on our commitment for the third time. We should proceed with an early completion of the Division/Powell connection.

My two reasons include the commitments which are tied to the Powell/Division arterial plans for East County and the City of Portland and the major traffic snarls at Powell and 92nd, which will become worse this summer with the construction on Powell caused by detouring the Division traffic to the intersection of 92nd and Powell, destined southbound on I-205.

RNB:hw

cc: D.O. Christensen
E.S. Hunter

cy J.H. Venstel
1-12-82

8905

1.82

NOTED
H. S. COULTER

# EAST PORTLAND FREEWAY

# I-205

## EARLY PARTIAL OPENING

Oregon Department of Transportation

Metropolitan Branch

Jan. 1982

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| ALTERNATIVE 1 | 9 |
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# EAST PORTLAND FREEWAY (I-205)

## Early Partial Opening


SUMMARY

The purpose of this report is to evaluate the impacts and benefits of an early partial opening of I-205. Two alternatives were analyzed. Alternative I would provide two travel lanes each way on the Columbia River structure and extend south to Columbia Boulevard. Alternative II would provide two lanes each direction on the structure and extend to the North Banfield Interchange.

Traffic forecast for this analysis shows that 27,000 vehicles per day would use this crossing for either Alternative I or Alternative II. Only the distribution of traffic on Sandy Boulevard and 102nd would differ for the two alternatives. Approximately 6,000 vehicles per day forecast for the crossing will be new traffic (traffic not now crossing the Columbia River) because of new shopping and recreational opportunities.

A reduction of 2000 vehicles during the two and one-half hour peak period on I-5 is expected. A significant reduction of the peak one hour traffic volume on I-5 is not expected but a one-half hour shortening of the peak period is expected. Some reduction in the queue at Union Avenue/Marine Drive ramp meter signal will result with either Alternative I or Alternative II.

A net reduction of 900 vehicles per day will be experienced on the Banfield Freeway west of 82nd Avenue. A reduction of as high as 6,500 vehicles per day could be realized during reconstruction of the Banfield because of approximately equal travel time and distance to some trips from Washington destined to downtown Portland.

Traffic impacts on Sandy Boulevard, Columbia Boulevard and 82nd Avenue can be expected due to the added traffic on these facilities. These impacts were calculated for an early opening at $3,700 per day for Alternative I and $2,350 for Alternative II due to added delay to those motorists now using these facilities. Benefits due primarily to decreased travel distance resulting from opening the I-205 crossing were calculated at $28,600 per day.

It is recommended that I-205 be opened as soon as possible to provide two lanes each direction across the Columbia River and terminate at the North Banfield Interchange as described by Alternative II. Connections to and from the north are recommended at both the Airport Way and Columbia Interchanges. A connection to and from the south is recommended at the Airport Way. Additional widening or major improvements to the existing streets in the northeast Portland area will not be required as a result of this early opening. Although added traffic in the northeast area will result in some increased travel time to the motorists now on these streets, a net benefit of over $26,000 per day has been calculated for all motorists affected. This would equate to monthly net benefit of $572,000 and a benefit of $6.8 million for a 12 month early opening of Alternative II.

EAST PORTLAND FREEWAY (I-205)

Early (Partial) Opening

INTRODUCTION - I-205 is a new freeway facility bypassing the Portland area extending from approximately seven miles north of the downtown Vancouver area, crossing the Columbia River east of the airport, and generally paralleling 92nd Avenue south between the Oregon City/Gladstone area and joining I-5 south of Tualatin. The completion of I-205 is scheduled for late 1983. This new facility will open many new opportunities for recreation, work, and shopping for residents of the East Clark County area and East Portland area. The I-205 Columbia River Crossing is forecast to carry 45,000 vehicle trips per day in 1985, one year after completion of that facility. The new I-205 river crossing will provide relief to the heavy traffic volumes now experienced on the I-5 corridor between Vancouver and Portland.

The purpose of this report is to evaluate the benefits and impacts of opening a portion of I-205 south of the Columbia River and to identify those benefits or impacts which could result from this early partial opening.

For the purpose of this evaluation, two alternatives were analyzed. Alternative I would provide for four-lane traffic flow across the Columbia River Bridge between Washington State and the Columbia Boulevard Interchange. Connections would be provided for vehicles to and from the north at the Airport Interchange (See Figure 1).

Alternative II would provide four lanes of traffic from the Columbia River structure to the North Banfield Interchange. Traffic movements to and from the north would be handled by ramp connections at Columbia Boulevard and at the Airport Way Interchange. Connections for traffic to and

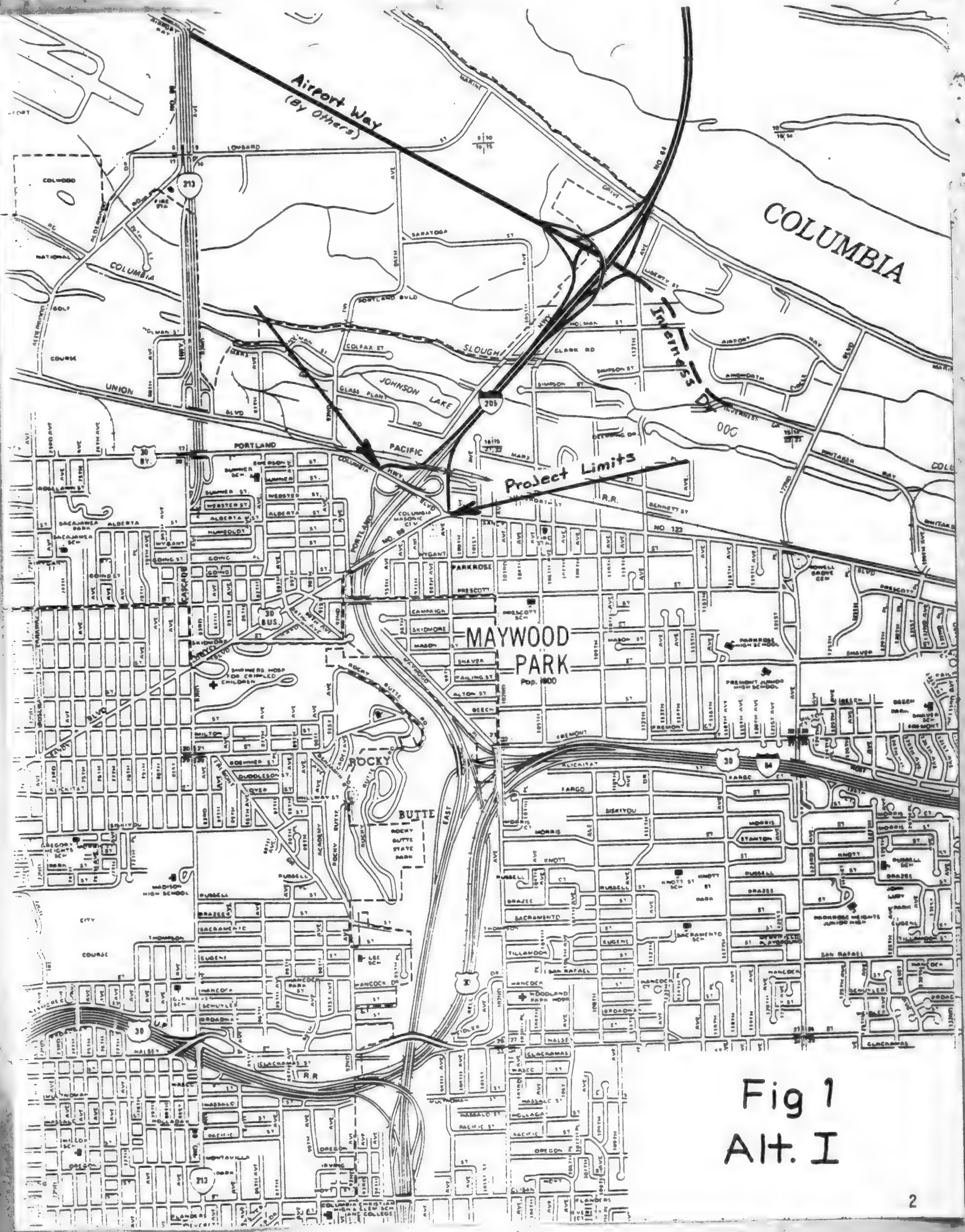
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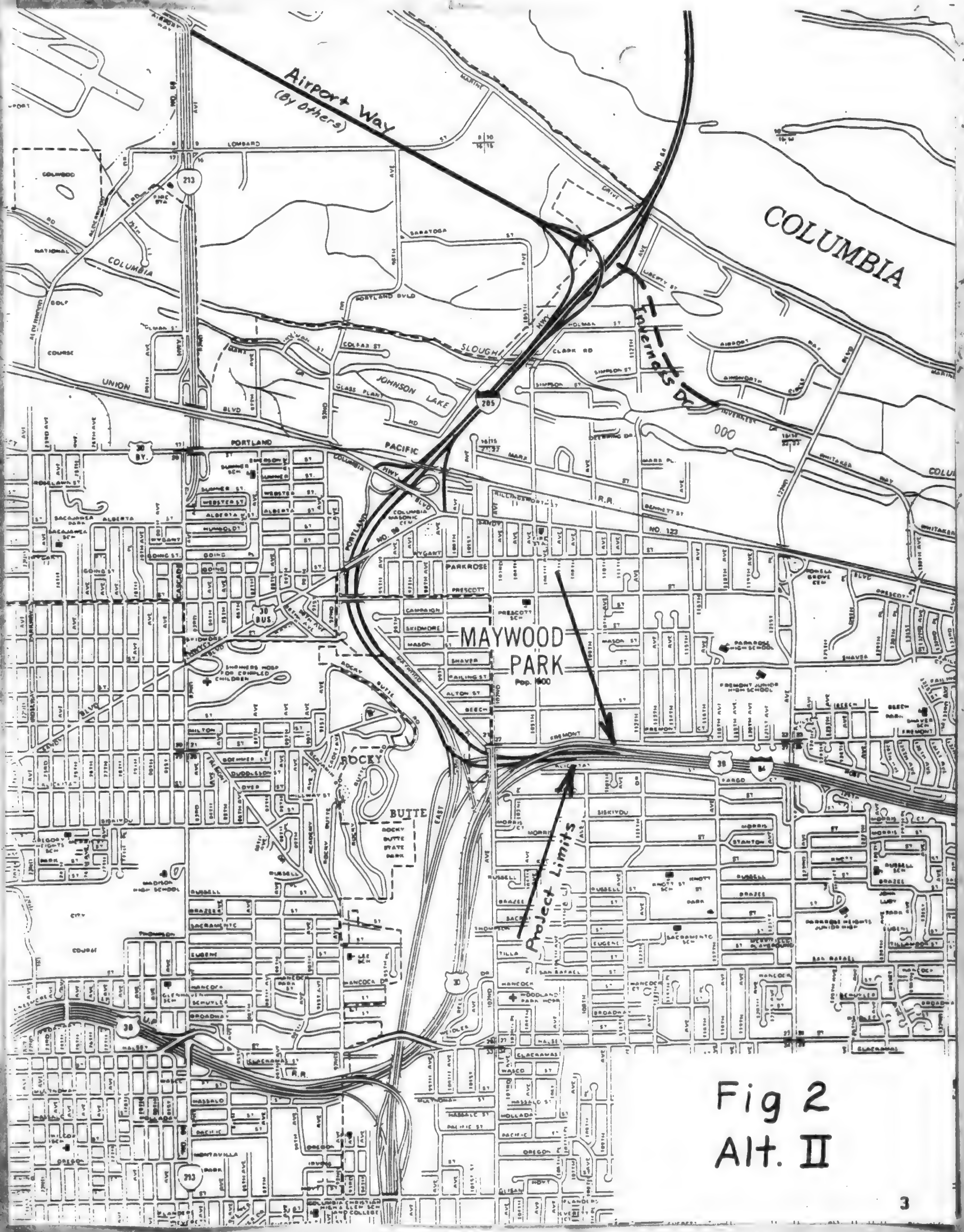
Fig 1
Alt. I


Airport Way
(By Others)
COLUMBIA
Fairmount Dr.
MAYWOOD
PARK
Pop. 1600
ROCKY
BUTTE
Project Limits
JOHNSON LAKE
SLOUGH
PACIFIC
PORTLAND
UNION
BLVD
LOMBARD
SARATOGA
COLUMBIA
NO. 99
NO. 123
R.R.
205
30
30 BUS
213
Fig 2
Alt. II

from the south would be provided for at Airport Way Interchange (See Figure 2).

Traffic volumes for this evaluation of the partial opening of I-205 were based upon traffic data developed by the Oregon Department of Transportation. This traffic data was further verified using data published by the Metropolitan Service District in a report dated January 1979 titled Special Report for the I-5 Corridor Demonstration Grant, as well as the 1980 and 1981 vehicle trip data generated by the Metropolitan Service District for the Regional Transportation Plan.

EXISTING CONDITIONS - The 1980 average daily traffic volume on the Interstate Bridge was 105,000 vehicles per day with the average weekday volume approaching 115,000 vehicles per day. The peak hour traffic volume on the Interstate Bridge is 4,800 vehicles per hour in the evening northbound direction. This peak period extends about two and one-half hours with about 12,000 total northbound trips crossing the bridge during this period. During the morning peak hour, the Interstate Bridge is carrying 5,400 vehicles per hour and about 10,000 vehicles during the two hour peak period in the southbound direction.

Existing 1981 Average Weekday Traffic Volumes on the major corridor routes in the north section of Portland are shown on Figure 3.

I-205 DIVERTED TRAFFIC - An analysis of the origin/destination information and the 1985 traffic assignments for the I-205 corridor was made to develop the traffic assignments for the early opening phase of the I-205 river crossing. Figure 4 shows the traffic zones in Clark County and in the East Multnomah County area that would contribute to the traffic

Fig 3
1981 Average Daily
Traffic Volumes
in Thousands

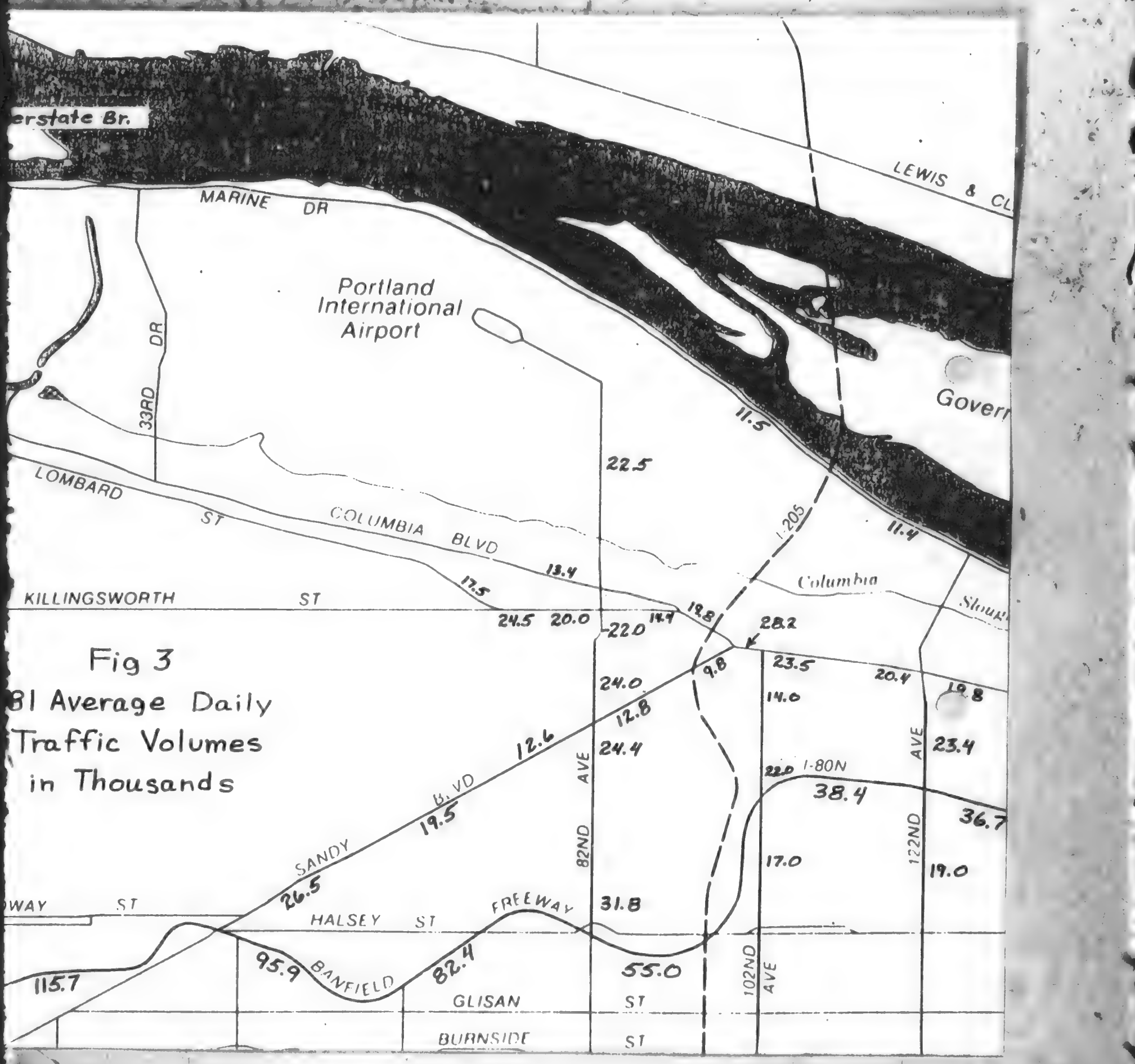



Fig 3

81 Average Daily Traffic Volumes in Thousands

volumes assigned to the I-205 Bridge. Figure 5 shows the total vehicle flow between traffic zones in Washington and the traffic zones in Oregon. As shown by this figure, 27,000 vehicles trips per day will travel between Oregon and Washington on the I-205 structure with the early opening. The total two-way traffic crossing the Columbia River is forecast to be 124,600 vehicles per day with the early opening of I-205.

Table 1 in the appendix details the zone to zone vehicle trip movements between the zones in the Oregon Study Area and the Washington Study Area, including the external trips.

Based on this analysis, the following conclusions can be drawn about the traffic diversion from the I-5 Bridge.

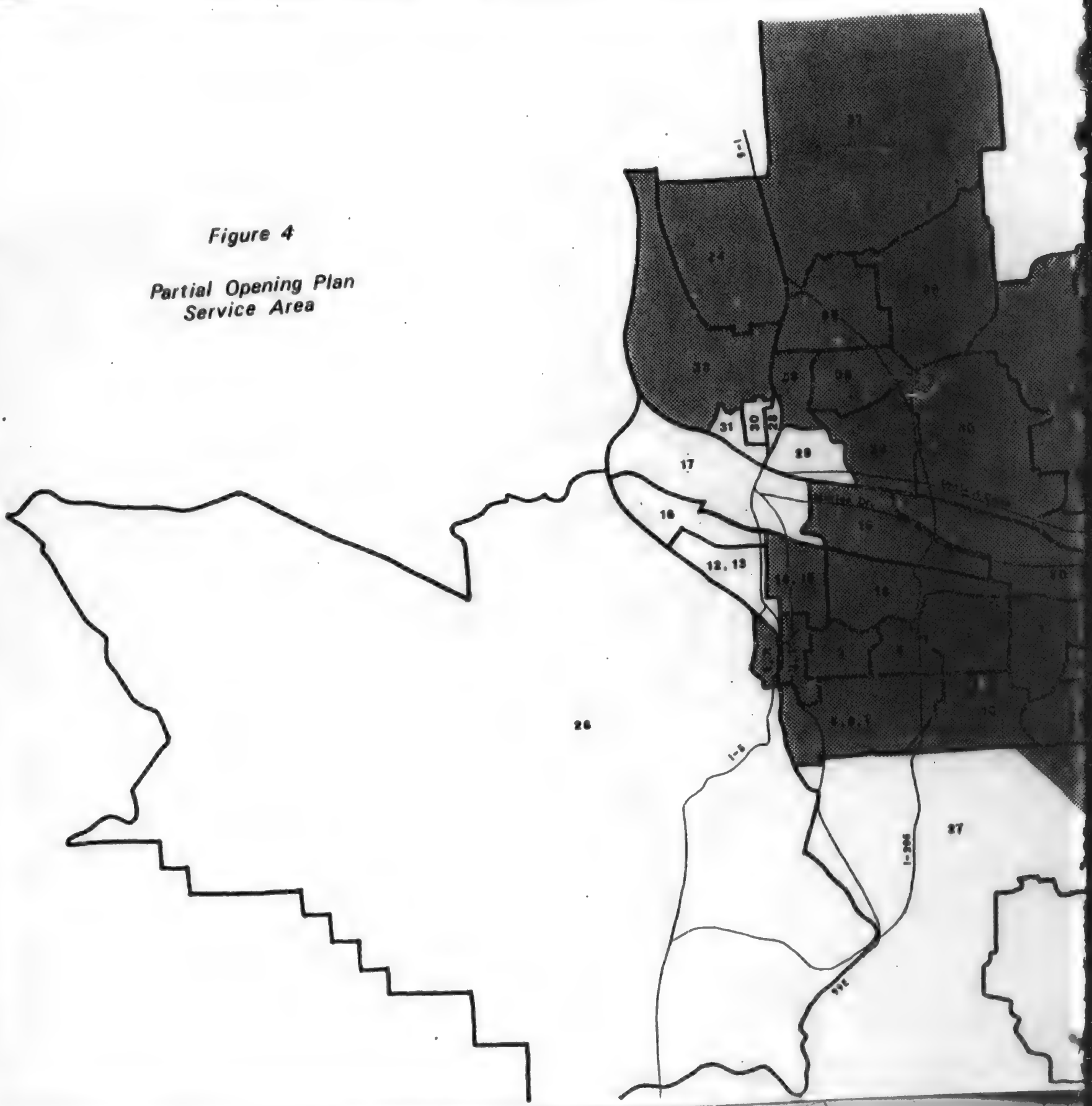
1) A reduction of 21,000 vehicles per day is expected on the I-5 Bridge.
2) A reduction of 2000 vehicle trips during the peak period is expected on the I-5 Bridge.
3) An increase of 6000 new river crossings per day are forecast to occur within the first six months due to generated trips.

Some reduction in the peak period congestion on I-5 can be expected with the opening of I-205. Although the peak hour traffic volume will remain approximately the same, the peak period can be expected to reduce from the two and one-half hours to two hours.

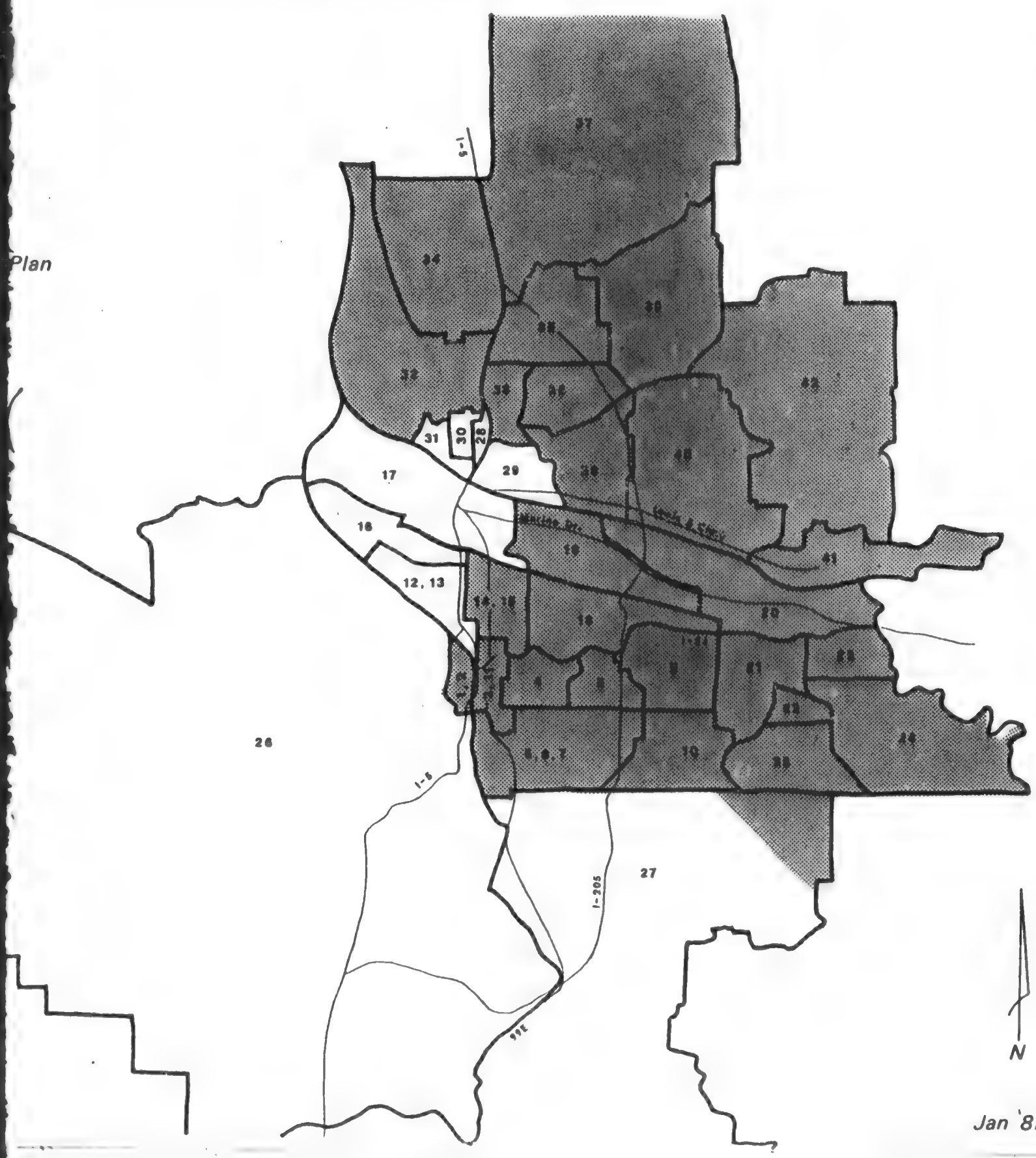
This peak period travel (both morning and evening) accounts for 19 percent of the total two-way daily trips diverted from I-5. As indicated above, some reduction in the peak period traffic volume on I-5 is expected

*Figure 4*

*Partial Opening Plan*
*Service Area*



Plan


37
34
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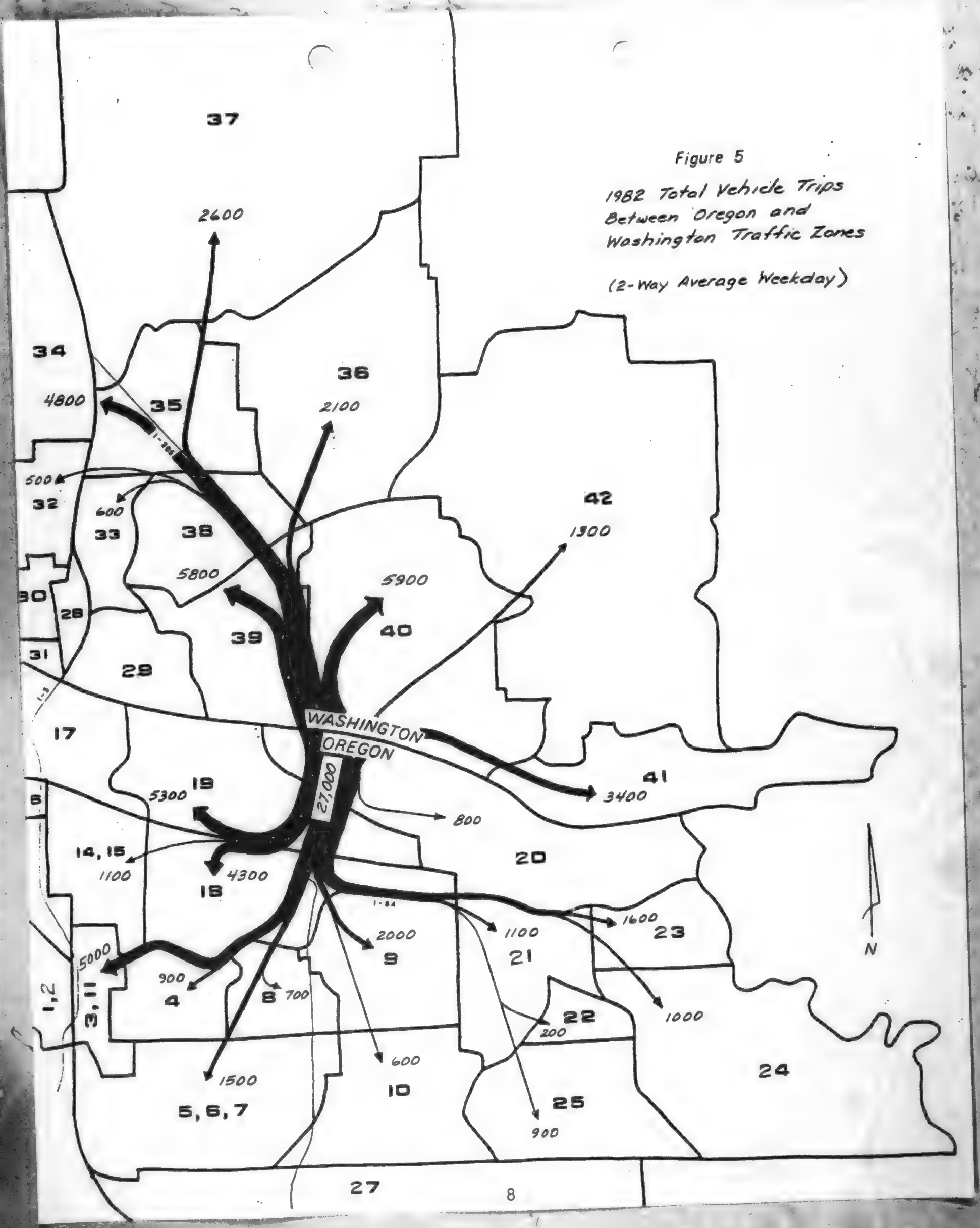
38
32
35
36
43
31
30
28
17
29
18
12, 13
14, 15
16
19
41
40
42
1-5
26
27
1-205
99E
N

Jan '82

Figure 5

1982 Total Vehicle Trips Between Oregon and Washington Traffic Zones

(2-Way Average Weekday)



with the opening of I-205, which will result in decreased travel time during the peak period; a reduction in travel time during other periods of the day will be less significant.

GENERATED TRIPS - As with any new transportation facility, an increase in the total number of vehicle trips can be expected in the I-5/I-205 corridor upon opening of the new I-205 river crossing. Improved access to shopping areas, recreational areas, and work opportunities will be available to both Washington and Oregon residents. The attractiveness of these new opportunities will increase the number of river crossings between the two states. This increased traffic is referred to as generated trips. Generated trips in the I-205 corridor crossing were calculated to be 6,000 vehicle trips on an average weekday within the first six months of partial opening. This is slightly over five percent of the total river crossings between Vancouver and Portland.

EVALUATION OF IMPACTS - Analysis of the generated and diverted trips referred to earlier shows no signficiant difference in the number of vehicle trip crossings for either alternative evaluated in this study. Either alternative considered would provide approximately the same travel time savings and distance savings to trips assigned to the new I-205 river crossing. The only difference between the two assignments is how the trips would distribute through the system on the Oregon side to reach their zone of origin or destination. The following evaluation will describe the patterns and routes utilized by each alternative.

ALTERNATIVE I - The two-way daily traffic assigned to the I-205 bridge is 27,000 vehicles. Of this 27,000 total crossing, 2900 vehicle trips

are destined to the Portland Airport. The remainder of the trips are distributed as shown by Figure 5. The assignment of these trips is shown in Figure 6. Both existing traffic and the existing plus added traffic are shown by direction for each link. Since some of this traffic is reassigned traffic from I-5 and destined for the northeast area, many of the links do not reflect all of the traffic as new trips in the area. The new river crossing will change traffic patterns in the northeast area as shown by a study of Figure 6.

Normal traffic patterns established by motorists are that their travel desirably will be on the same route in both directions where possible. This complement movement is not possible for all travel patterns in this area. An evaluation of traffic flow from Clark County to East Multnomah County shows the outbound traffic travels east on Sandy to 122nd, south on 122nd and joining the Banfield Freeway (I-84) at this interchange. The return move is made by way of Sandy Boulevard and/or Marine Drive from the east and entering I-205 to return to Washington. At the present time these trips are on I-5 and I-84 throughout their trip through the area.

Level of service for the major signalized intersections was calculated a "D" or "D-E" except for the intersections of Sandy/122nd and Sandy/ 102nd where a service level "E" can be expected. Levels of service for the intersections are shown on Figure 7.

Truck traffic on Sandy Boulevard east of I-205 can be expected to increase by 350 to 400 trucks per day with Alternative I, while Sandy

Boulevard west of I-205 will increase by about 150 trucks per day. Other roads such as 122nd Avenue and 82nd Avenue can expect increases of about 200 trucks per day.

ALTERNATIVE II - This alternative will provide for a four lane roadway section across the Columbia River continuing south of Columbia Boulevard and terminating at the North Banfield interchange. Traffic assigned to the major travel routes are shown in Figure 8. This alternative would provide a slightly improved level of service at the major intersections east of I-205 over Alternative I as shown by Figure 9.

Truck traffic on Sandy Boulevard east of I-205 is forecast to increase by 200 trucks per day with little to no change in truck traffic on 122nd Avenue. Most other routes such as Sandy Boulevard and 82nd Avenue would show the same increased truck and vehicular traffic as found in Alternative I.

An evaluation was also made considering the south connections to and from Sandy Boulevard for Alternative II. A south connection to Columbia Boulevard is expected to attract 2500 two-way daily trips under this alternative. These trips have origins or destinations east of 181st and are presently using Sandy Boulevard or Marine Drive. Providing the south connection to Columbia Boulevard will attract 2500 vehicles per day from Sandy Boulevard and/or Marine Drive, however, the added connection in the already congested interchange area would further reduce the level of service to an undesirable traffic operation.

Providing a connection only at Airport Way under Alternative II could attract some of the trips from the east destined for the Parkrose area through the interchange to Inverness Drive and south on 122nd Avenue. Change in level of service at the 122nd/Sandy intersection is not expected with this rerouting of traffic since it would only change the direction in which those vehicles approach this intersection.

BENEFITS/IMPACTS - Early opening of I-205 will provide savings in vehicle operating costs to some motorists now using I-5. Trips originating in East Clark County destined to the airport or to East Multnomah County will derive the greatest savings. The greatest savings to these motorists will be the reduced travel distance of up to ten miles for each trip. These savings were calculated to be the same for either Alternative I or Alternative II.

Savings were calculated based upon a 15¢ per mile operating cost and a $3.50 per hour travel time cost to the average vehicle. The savings in vehicle operating costs were calculated to be approximately $18,600 per day to the traveling public due to the distance savings. Travel time savings of about $10,000 per day would also be realized by those motorists assuming the $3.50 per hour travel time cost. A total savings of $28,600 per day was calculated for the motorists benefiting from early opening of I-205. This converts to an annual savings of $7,500,000.

Negative benefits or impacts were calculated for those motorists in the northeast area that will be affected by the lower level of service on these facilities because of the increased traffic volumes. These impacts are added delay at the intersections. This added delay was calculated to be 1053 vehicle hours for Alternative I and 670 vehicle hours for Alternative II. Applying the $3.50 per hour time cost for the

average vehicle this delay was calculated to be an increase of $3700 per day for Alternative I and $2350 per day for Alternative II due to increased travel time cost.

Alternative I would result in an additional $1350 per day in vehicle delay costs over what can be expected for Alternative II.

RECOMMENDATIONS - Based upon the traffic volume data and travel cost savings calculated in this analysis, it is recommended that the I-205 structure be opened to traffic as soon as possible with the southerly termini at North Banfield Interchange as described in Alternative II. Traffic forecasts show that 27,000 vehicles per day would use this new structure with the partial opening concept.

Calculations of benefits to the motorists by an early partial opening of I-205 shows that approximately $28,600 could be saved every weekday for the travel between Oregon and Washington. Additional traffic placed on the major streets in the northeast Portland area will cost the current users of these routes $2350 in added travel time cost each week day.

Some relief can be expected in the I-5 Corridor. The time during which peak travel occurs would be reduced from the two and one-half peak period to about a two hour period. About 30 percent of the traffic diverted to the new structure is presently approaching I-5 at Marine Drive/Union Avenue. This diversion will result in shorter queue lengths waiting at the ramp meter to I-5 and provide major benefits to those vehicles which continue to use this ramp.

It is also recommended the south ramp connection to Airport Way/ Inverness Drive be completed and opened to traffic with this early

opening proposal. This would provide a slight relief to those vehicles from east of 181st who must now travel Marine Drive of Sandy Boulevard to reach the airport. This connection is forecast to carry 2900 two-way daily vehicle trips.

The South Columbia connections should not be provided because of increased traffic and added traffic signal phasing at the intersection. A total two-way daily traffic volume of 2500 is forecast to use the South Columbia ramps if a connection were provided. These trips are now on Sandy Boulevard or Marine Drive.

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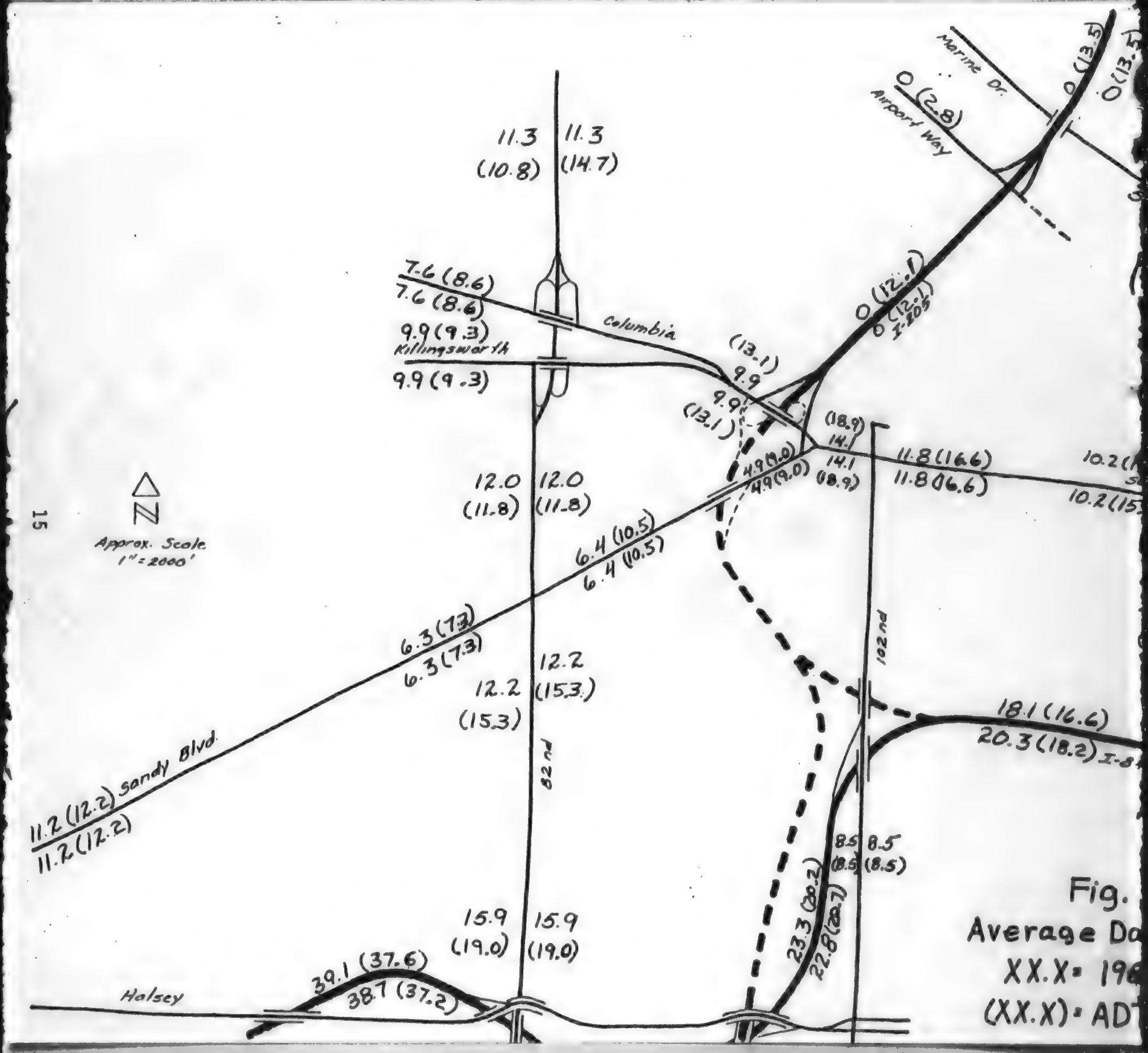



Fig.
Average Da
XX.X = 19
(XX.X) = AD

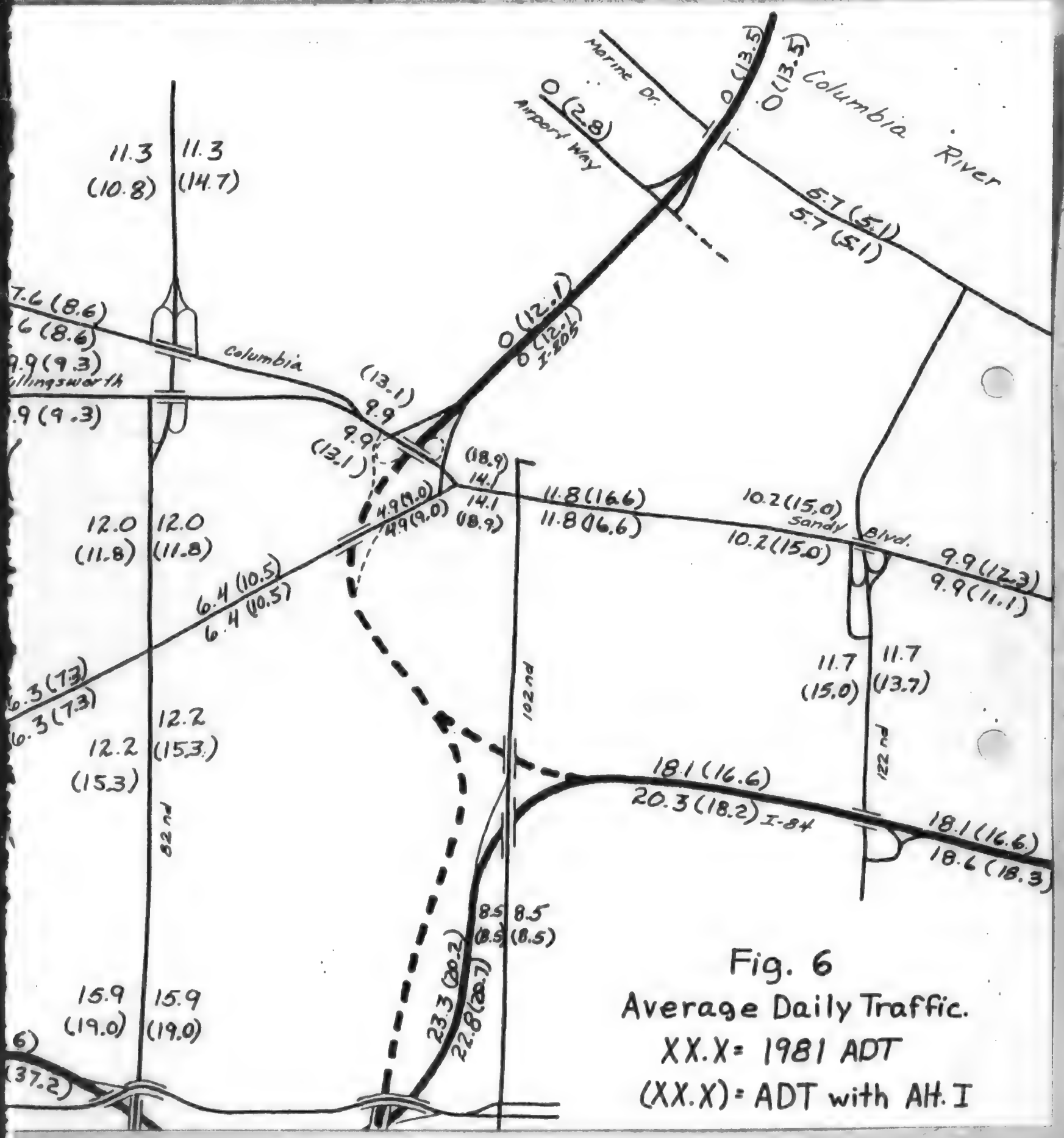
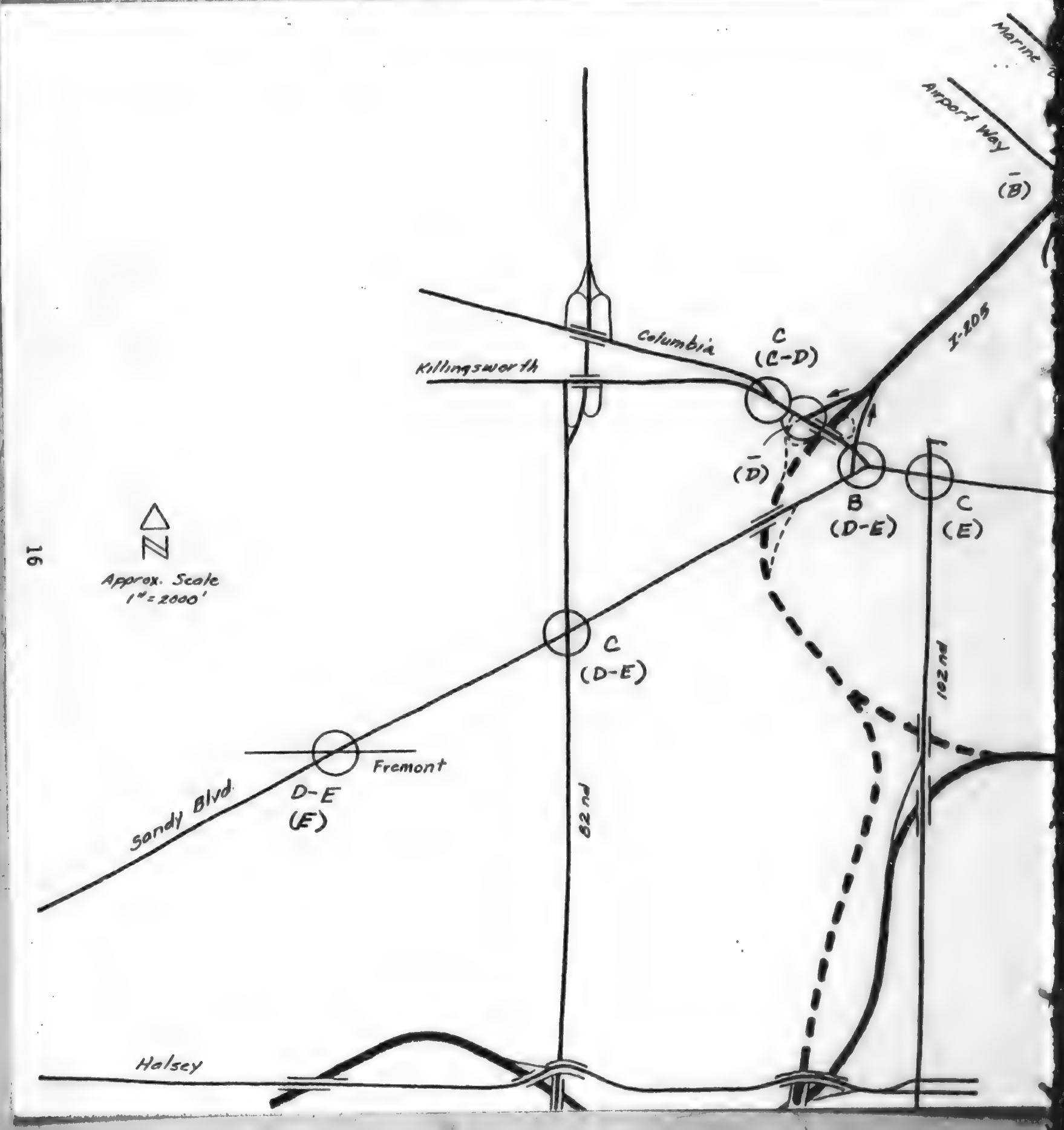



Fig. 6
Average Daily Traffic.
XX.X = 1981 ADT
(XX.X) = ADT with AH. I


N
Approx. Scale
1" = 2000'
Marine D
Airport Way
(B)
Columbia
Killingsworth
C
(C-D)
I-205
(D)
B
(D-E)
C
(E)
C
(D-E)
102nd
82nd
Fremont
Sandy Blvd
D-E
(E)
Halsey

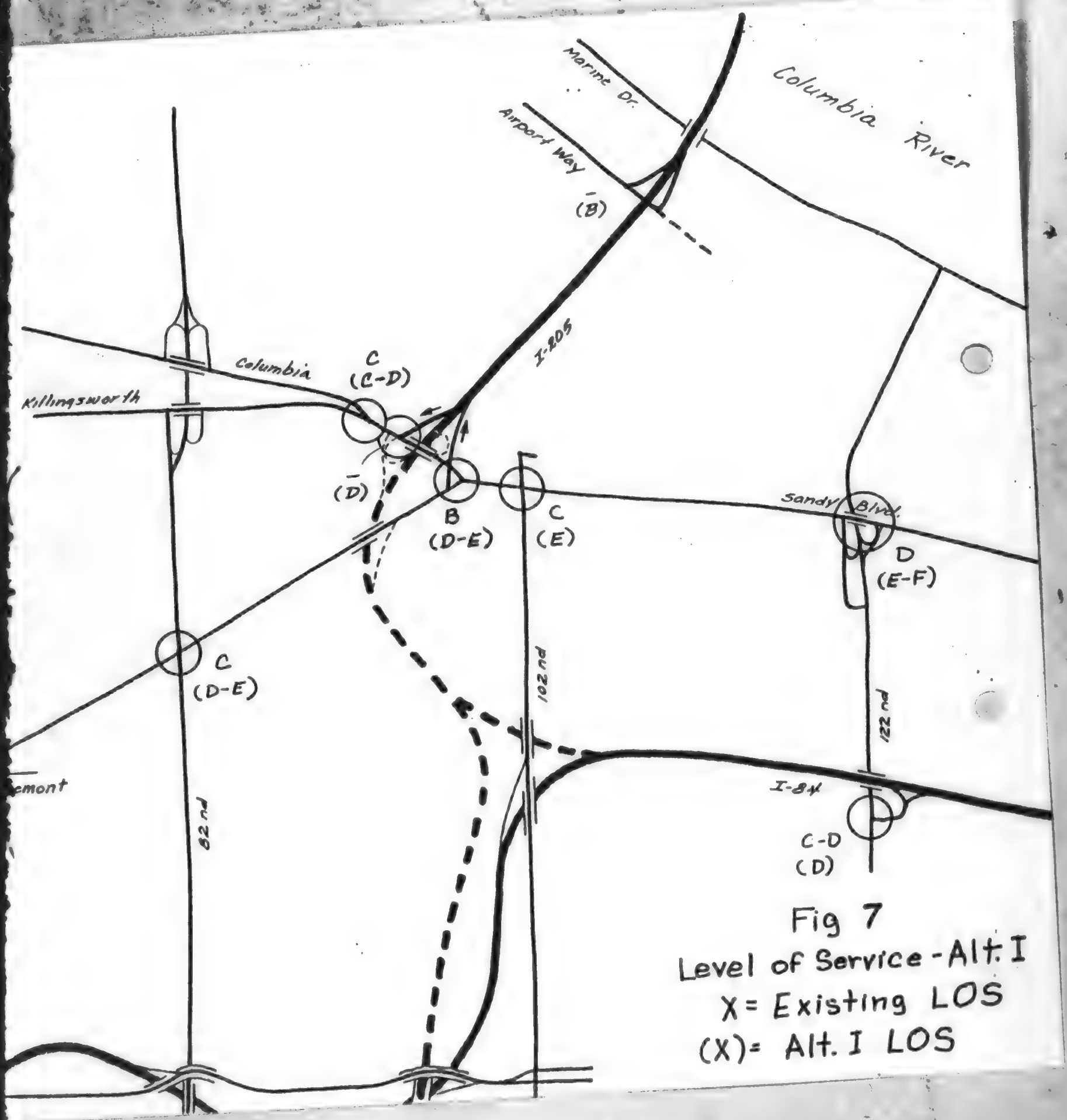
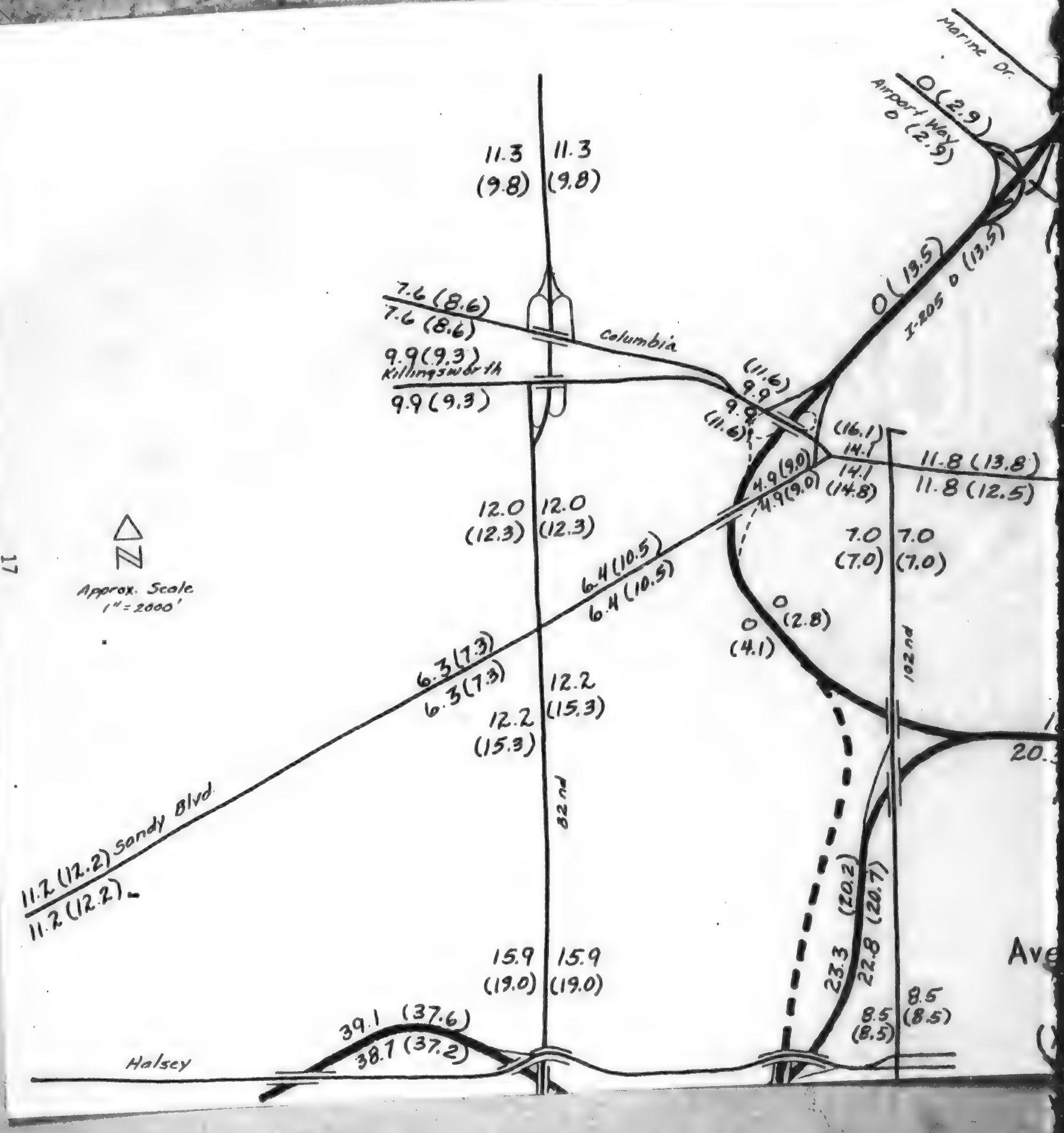



Fig 7
Level of Service - Alt. I
X = Existing LOS
(X) = Alt. I LOS


Marine Dr.
O (2.9)
Airport Way
O (2.9)
11.3 (9.8)
11.3 (9.8)
O (13.5)
I-205
O (13.5)
7.6 (8.6)
7.6 (8.6)
Columbia
9.9 (9.3)
Killingsworth
9.9 (9.3)
(11.6) 9.9
9.9 (11.6)
(16.1) 14.1
11.8 (13.8)
11.8 (12.5)
4.9 (9.0)
4.9 (9.0)
14.1 (14.8)
12.0 (12.3)
12.0 (12.3)
7.0 (7.0)
7.0 (7.0)
6.4 (10.5)
6.4 (10.5)
O (2.8)
O (4.1)
6.3 (7.3)
6.3 (7.3)
12.2 (15.3)
12.2 (15.3)
102nd
82nd
11.2 (12.2) Sandy Blvd
11.2 (12.2)
15.9 (19.0)
15.9 (19.0)
23.3 (20.2)
22.8 (20.7)
8.5 (8.5)
8.5 (8.5)
39.1 (37.6)
38.7 (37.2)
Halsey
N
Approx. Scale
1" = 2000'

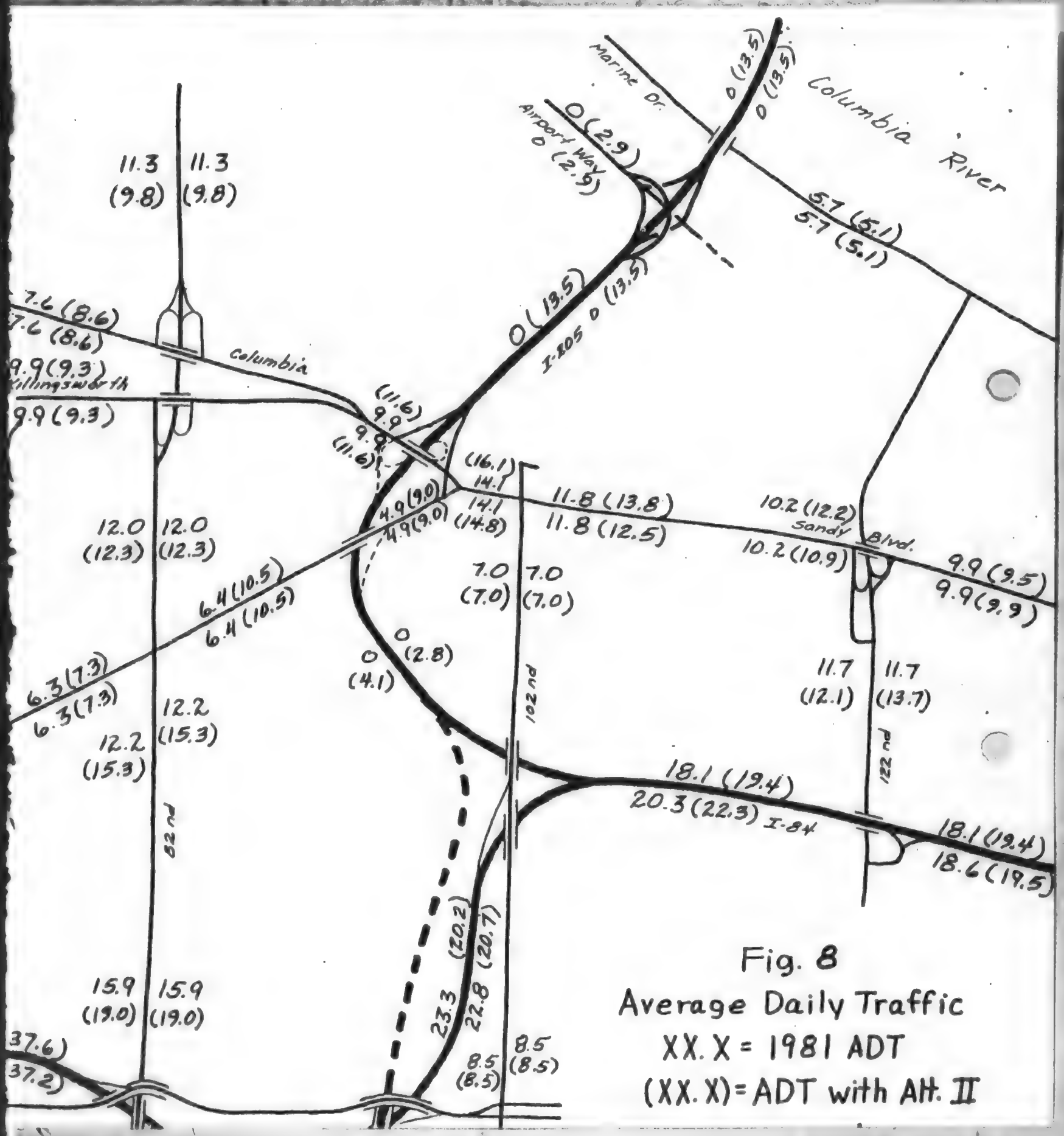
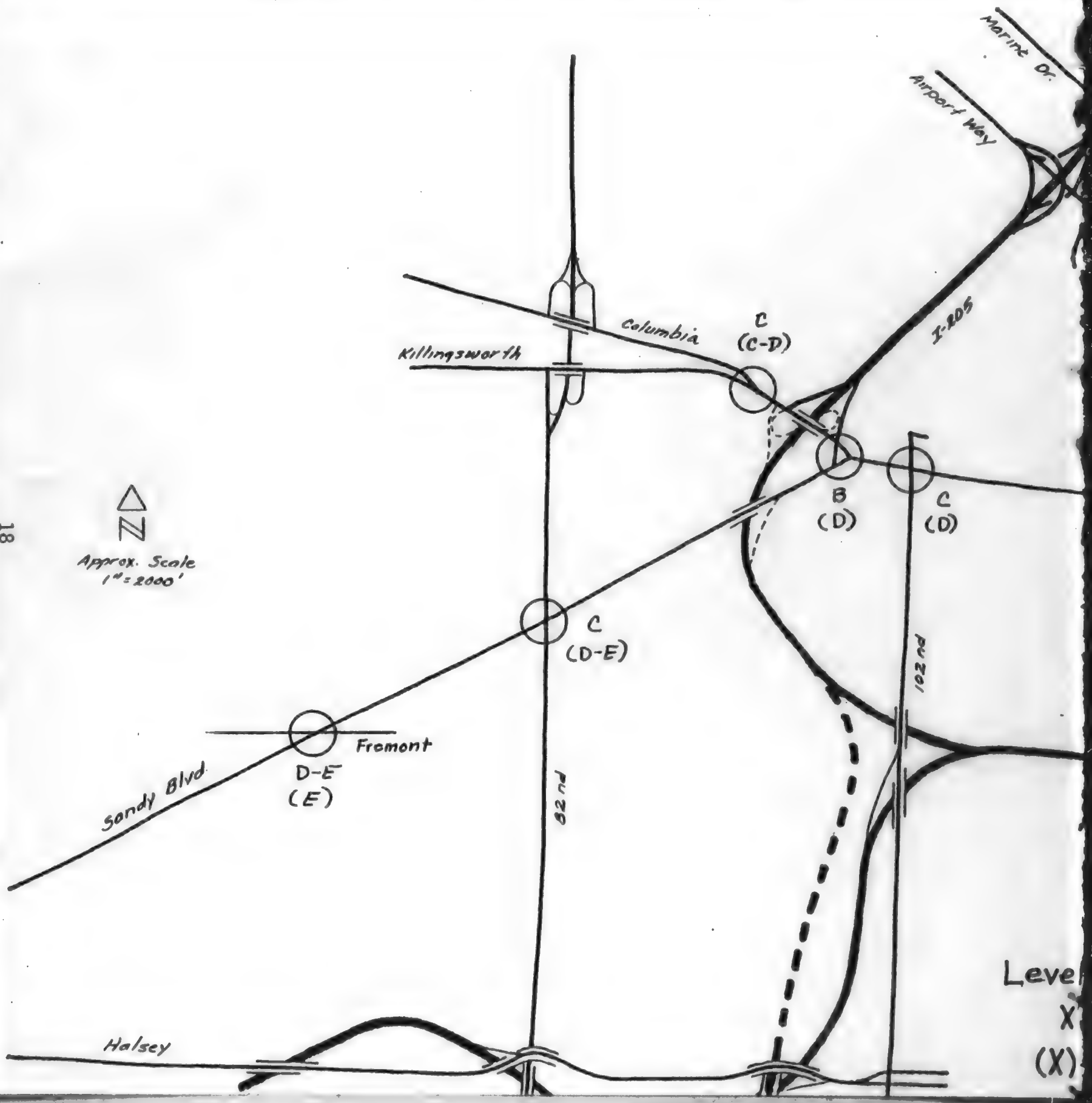



Fig. 8
Average Daily Traffic
XX.X = 1981 ADT
(XX.X) = ADT with Alt. II


N
Approx. Scale
1" = 2000'
Marine Dr.
Airport Way
I-205
Columbia
Killingsworth
C
(C-D)
B
(D)
C
(D)
C
(D-E)
102nd
82nd
Fremont
D-E
(E)
Sandy Blvd
Halsey
Leve
X
(X)

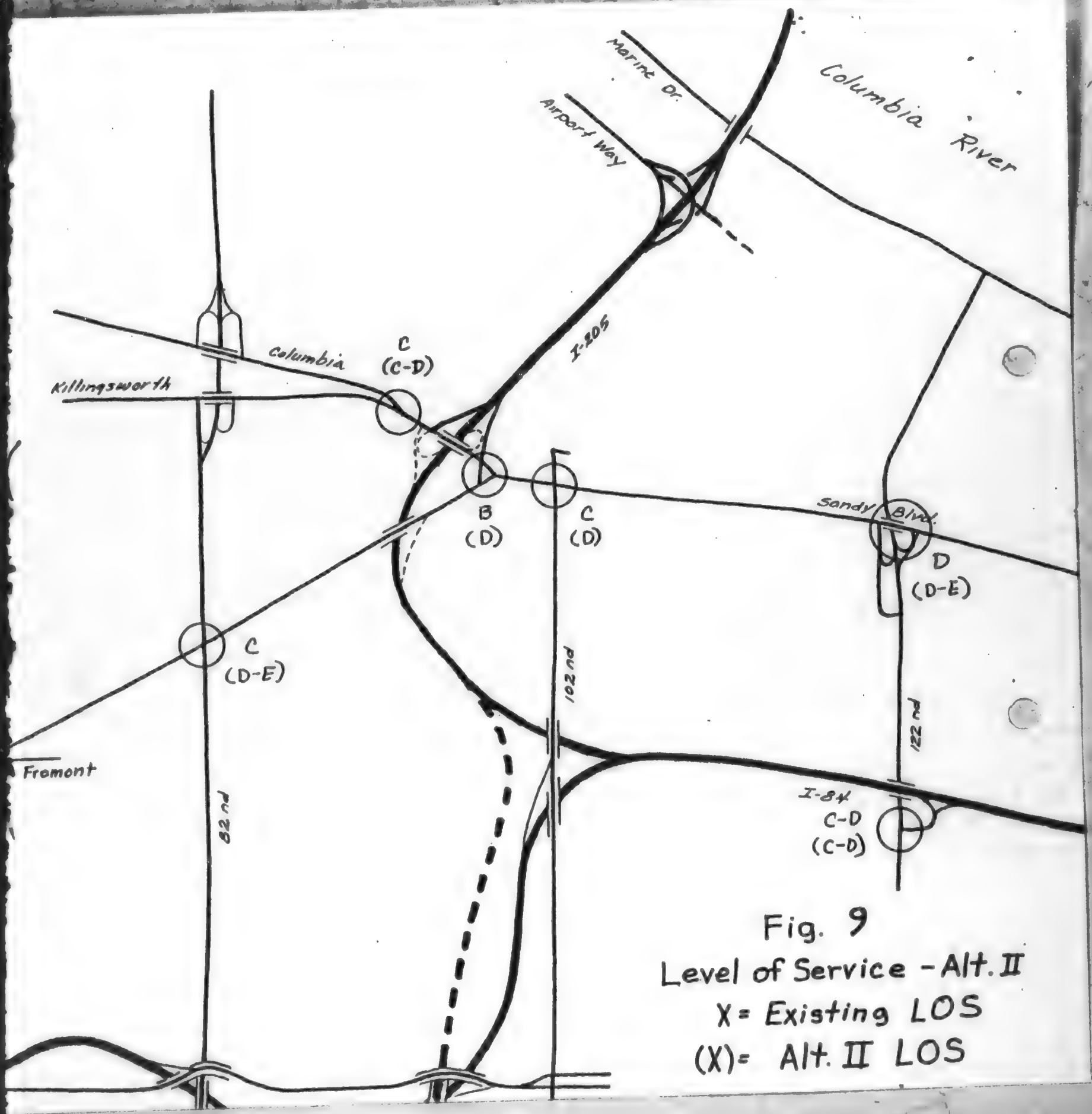



Fig. 9
Level of Service - Alt. II
X = Existing LOS
(X) = Alt. II LOS

Table 1
1982 All Purpose
Trip Table
(2-Way)

42 - Distr
Interstat

(000) Trips assigned to "early opening" of I-205

OREGON ZONES

| WASHINGTON ZONES | 1,2 | 3,11 | 4 | 5,6,7 | 8 | 9 | 10 | 12,13 | 14,15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28 30 | 700 | 650 | 200 | 250 | 100 | 200 | 50 | 1000 | 700 | 950 | 2050 | 450 | 400 | 50 | 100 | — | 150 | |
| 29 | 650 | 550 | 150 | 200 | 100 | 150 | 50 | 850 | 550 | 650 | 1650 | 400 | 400 | 50 | 100 | — | 200 | |
| 31 | 400 | 300 | 100 | 150 | 50 | 100 | 50 | 450 | 350 | 450 | 1050 | 250 | 200 | 50 | 50 | — | 150 | |
| 32 | 850 | 550 | 100 | 150 | 50 | (100) | (50) | 750 | 450 | 550 | 1300 | 300 | 400 | (50) | (100) | — | (100) | |
| 33 | 750 | 450 | 100 | 150 | 50 | 100 | 50 | 650 | 400 | 500 | 1150 | (300) | (350) | 50 | 50 | — | 100 | |
| 34 35 | 3800 | 2400 | 700 | 1050 | 500 | (600) | (200) | 2200 | 1300 | 1400 | 3300 | (1150) | (1000) | (200) | (300) | (100) | (600) | |
| 36 | (400) | (250) | (100) | (150) | (50) | (100) | (50) | 300 | (150) | (200) | (400) | (250) | (400) | (50) | (50) | — | (50) | |
| 37 | (600) | (350) | (100) | (150) | (50) | (150) | (50) | 350 | (200) | (250) | (400) | (250) | (350) | (50) | (100) | — | (50) | |
| 38 39 | 1700 | 1150 | (300) | (550) | (300) | (450) | (150) | 1500 | 900 | 1150 | 2500 | (1050) | (1500) | (200) | (250) | (50) | (400) | |
| 40 | (1100) | (750) | (200) | (350) | (150) | (300) | (100) | (750) | (400) | (450) | (1150) | (750) | (1050) | (150) | (150) | (50) | (200) | |
| 41 | (600) | (350) | (150) | (250) | (150) | (200) | (50) | (350) | (250) | (250) | (450) | (400) | (400) | (50) | (100) | — | (150) | |
| 42 | (400) | (200) | (50) | (100) | (50) | (50) | — | (200) | (100) | (100) | (200) | (100) | (200) | (50) | (50) | — | — | |
| | 11950 | 7950 | 2250 | 3500 | 1600 | 2500 | 850 | 9350 | 5750 | 6900 | 15600 | 5650 | 6650 | 1000 | 1400 | 200 | 2150 | |
| | (3100) | (1900) | (900) | (1550) | (750) | (1950) | (650) | | (1100) | | | (4250) | (5250) | (800) | (1100) | (200) | (1550) | |

Table 1
1982 All Purpose
Trip Table
(2-Way)

42-Districts
Interstate Trips Only

OREGON ZONES

| | 10 | 12,13 | 14,15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 50 | 1000 | 700 | 950 | 2050 | 450 | 400 | 50 | 100 | — | 150 | 150 | — | 2050 | 300 | 10500 |
| | 50 | 850 | 550 | 650 | 1650 | 400 | 400 | 50 | 100 | — | 200 | 150 | — | 2050 | 350 | 9250 |
| | 50 | 450 | 350 | 450 | 1050 | 250 | 200 | 50 | 50 | — | 150 | 100 | — | 1350 | 200 | 5800 |
| | 50 | 750 | 450 | 550 | 1300 | 300 | 400 | 50 | 100 | — | 100 | 50 | — | 1900 | 50 200 | 8000 |
| | 50 | 650 | 400 | 500 | 1150 | 300 | 350 | 50 | 50 | — | 100 | 150 | — | 1800 | 200 | 7350 |
| | 200 | 2200 | 1300 | 1400 | 3300 | 1150 | 1000 | 200 | 300 | 100 | 600 | 300 | 50 | 11300 | 300 1600 | 34050 |
| | 50 | 300 | 150 | 200 | 400 | 250 | 400 | 50 | 50 | — | 50 | 50 | — | 1000 | — 150 | 4150 |
| | 50 | 350 | 200 | 250 | 400 | 250 | 350 | 50 | 100 | — | 50 | 50 | — | 1600 | 50 300 | 5400 |
| | 150 | 1500 | 900 | 1150 | 2500 | 1050 | 1500 | 200 | 250 | 50 | 400 | 350 | 50 | 4650 | 200 850 | 20000 |
| | 100 | 750 | 400 | 450 | 1150 | 750 | 1050 | 150 | 150 | 50 | 200 | 100 | — | 2450 | 100 400 | 11000 |
| | 50 | 350 | 250 | 250 | 450 | 400 | 400 | 50 | 100 | — | 150 | 150 | — | 1750 | 100 400 | 6450 |
| | — | 200 | 100 | 100 | 200 | 100 | 200 | 50 | 50 | — | — | — | — | 750 | — 100 | 2700 |
| | 850 | 9350 | 5750 | 6900 | 15600 | 5650 | 6650 | 1000 | 1400 | 200 | 2150 | 1600 | 100 | 32650 | 5050 | 124650 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 500 | | | | | | | | | | | | | | | | |
| 650 | | | | | | | | | | | | | | | | |
| 4800 | | | | | | | | | | | | | | | | |
| 2100 | | | | | | | | | | | | | | | | |
| 2550 | | | | | | | | | | | | | | | | |
| 5000 | | | | | | | | | | | | | | | | |
| 5900 | | | | | | | | | | | | | | | | |
| 3350 | | | | | | | | | | | | | | | | |
| 1350 | | | | | | | | | | | | | | | | |
| 650 | 1100 | | | | 4250 | 5250 | 800 | 1100 | 200 | 1550 | 1050 | 100 | | 800 | | 27000 |

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NOTED
H. S. COULTER

# I-205 EARLY PARTIAL OPENING

## SUMMARY

Purpose of this report is to evaluate the impacts/ benifits of an early opening of the I-205 river crossing. An evaluation of traffic volumes was made considering a partial early opening South to the Sandy/Columbia interchange.

Forecast traffic 1st year after full opening is 45,000 vehicles per day. Early partial opening shows 27,000 vehicles per day will use the structure. 13,100 trips will be diverted from the I-5 crossing while 13,900 will be new trips. This volume is controlled by operation of signals at major intersections on Sandy Blvd in the Parkrose area.

A reduction of 1700 vehicles during the peak period is expected on I-5 (about 14% of total).

Some impact of the 13,900 new trips in the Parkrose area can be expected. Of the 13,100 diverted trips to the N.E. Portland area it can be shown that many of these are now traveling into or through the NE area however all trips will now pass through the Sandy/Columbia interchange area.

Benifits to the motorists from or to East Clark County/East Portland can be shown to range #2.4 to #2.6 million for a 6 month early opening.

Draft Tom Schwab 12-24-81 Hope

# I-205 EARLY OPENING

I-205 is ~~an entirely~~ a new freeway facility bypassing the Portland area extending from approximately ten miles north of the downtown Vancouver area, crossing the Columbia River east of the airport, and generally paralleling 92nd Avenue south between the Oregon City/Gladstone area and joining I-5 south of Tualatin. The completion of I-205 is scheduled for late 1983. This new freeway facility will open many new opportunities for recreation, work, and shopping for residents of the East Clark County area and East Portland area. The I-205 Columbia River crossing is forecast to carry 45,000 vehicles trips per day in 1985 one year after completion of that facility. The new I-205 river crossing will provide some relief to the heavy traffic volumes now experienced on the I-5 corridor between Vancouver and Portland.

The purpose of this report is to provide an evaluation of benefits and impacts of an early opening of the I-205 structure between Clark County and the North Portland area. For the purpose of this evaluation, it is assumed that I-205 could be completed from the Columbia River south to the Columbia/Sandy Interchange. North of the Columbia River, I-205 is completed and available for The northbound structure would be opened as a two-way roadway with access provided at the Airport Way Interchange and at the southerly termini with the Columbia/Sandy Intersection. ~~change~~. The access serving I-205 and the Columbia/Sandy Intersection would be provided by converting the northbound on-ramp from Columbia Boulevard to a two-way roadway and modifying the ~~composed~~ proposed signal at this ramp terminal on Columbia Boulevard to handle the two-way ramp traffic.

Traffic volumes for this evaluation were developed for the partial early opening of I-205 using traffic data developed by the Oregon Department of Transportation. This traffic data was further verified using data published by the Metropolitan Service District in a report dated January 1979 titled Special Report for the I-5 Corridor Demonstration Grant.

## EXISTING CONDITIONS

The existing 1980 average daily traffic volumes on the Interstate Bridge is 105,000 vehicles per day with the average weekday volume approaching 115,000 vehicles per day. The traffic volume on the Interstate Bridge within the next two years is forecast to increase to 118,000 vehicles on an average weekday. Peak hour traffic volumes on the Interstate Bridge are now 4800 vehicles per hour in the evening northbound direction. The peak period extends about 2½ hours in the evening carrying about 12,000 total trips across the bridge during this 2½ hour period. During the morning peak hours, the Interstate Bridge is carrying 5,400 vehicles per hour or about 10,000 vehicles during the two hour peak period.

## I-205 DIVERTED TRAFFIC

An analysis of the origin destination information and the 1985 traffic assignments for the I-205 corridor was made to develop the traffic assignments for the early opening phase of the I-205 river crossing. Figure 1 shows the zones in Clark County and in the East Multnomah County area that would contribute to the traffic volumes forecast for the I-205 Bridge.

Trips diverted from the I-5 Bridge to the I-205 Bridge ~~were~~ analyzed for two-trip purposes, home based work (HBW) and home based other (HBO). Figure ~~two~~ 2 shows the traffic flow between traffic zones in Washington and the traffic zones in Oregon.

Analysis shows that roughly 4,900 HBW vehicle trips per day will travel between Oregon and Washington on the I-205 structure with the early opening. This traffic flow is shown on Figure ~~two~~ 2. Figure ~~three~~ 3 shows the 1981 two-way ~~home based other trips~~ HBO trips expected to use the I-205 river crossing. As shown by this figure, a total of 8,200 home based other trips would be diverted from the I-5 Bridge.

Analysis of table ~~two~~ 2 and table ~~three~~ 3 indicates that 13,100 vehicle trips per day are produced and attracted between the Clark County and East Multnomah County areas.

Based on this analysis, the following conclusions can be drawn about the diversion from the I-5 Bridge: 1) A reduction of approximately 13,100 vehicles per day is expected on the I-5 Bridge; 4,900 trips or 38% are home based work trips while 62% are home based other type trips. 2) A reduction of 1700 vehicle trips during the peak period can be expected on the I-5 Bridge. This ~~figure is~~ calculated using the 4,900 two-way daily home based work trips. Of these 4,900 work trips, about 70% of these trips occur during the peak period. The result would be a reduction of about 1,700 trips during the morning and evening peak period.

Although this is approximately 15% of the total peak period trips or I-5, a significant reduction in the traffic congestion during the peak period is not expected. A reduction in the total peak period time from the 2½ hours in the evening now experienced on I-5 north to about two hours of peak period travel, is expected.

This peak period travel accounts for 27% of the total two-way daily trips diverted from I-5. It is expected that this reduction would have a very minor effect on the total vehicle delay now experienced on I-5 north. The remaining 73% of the total daily trips diverted from I-5 would have no effect on travel times or speeds in this corridor.

## GENERATED TRIPS

As with any new transportation facility, an increase in the total number of vehicle trips can be expected in the I-5/I-205 corridor. Improved access to shopping areas, recreational areas, and work opportunities will be available to both Washington and Oregon residents. The attractiveness of these new opportunities will increase the number of river crossings between the two states. This increased traffic is referred to as generated trips. Generated trips in the I-205 corridor crossing were calculated to be 13,900 trips on an average weekday. This is slightly over 10% of the total river crossings between Vancouver and Portland. Figure ~~four~~ 4. shows the traffic flow between the Clark County and Oregon traffic zones for these ~~attracted~~ generated trips.

## IMPACTS

A significant increase in the traffic volume on Sandy and Columbia Boulevard in the vicinity of 99th-102nd avenue can be expected with the early opening of I-205. Slightly over 14,000 vehicles per day can be expected on Sandy Boulevard between the freeway connection and 102nd Avenue. Based upon the trip data calculated earlier as part of this study, it can be shown that not all of these 14,000 trips are new trips to the area but some of these trips are already traveling into or through the area. As shown earlier, approximately 50% of the trips attracted to the area are new trips or trips not now being made between Clark County and East Multnomah County area. A study of Figure ~~two~~ 2 and ~~three~~ 3 would show that the 3000 trips between Clark County and the zone nine now complete their trip by way of I-5 and the Banfield Freeway. These trips would not be on Sandy Boulevard directly but would be traveling the I-84 freeway route through the area to reach their destination. With the early opening of I-205, these 3000 trips would be a portion of the total trips now placed on Sandy Boulevard and dispersed through the Parkrose area to reach their destination.

Analysis of assigned trips by way of the new I-205 crossing shows an increase in traffic volumes on most of the major streets in the N.E. area. Figure 5 shows the forecast number of vehicle trips on these streets. Sandy Boulevard west of 82nd Avenue is forecast to increase by 1600 vehicles per day. Sandy Boulevard east of 102nd Avenue is expected to increase by nearly 11,000 vehicles per day and 4,600 vehicles east of 122nd Avenue. 82nd Avenue is forecast to increase by 2,500 to 2,900 vehicles per day north of the Banfield Freeway.

Level of service was calculated for the river crossing termini at the Sandy Columbia intersection. This calculation shows a level of service "D" can be achieved at this intersection by providing a separate right-turn lane for southbound traffic and prohibiting the northbound connection to the ramp from Sandy Boulevard. The intersection of 102nd and 122nd avenues on Sandy Boulevard will be approaching an "E" level of service. A slight increase in traffic volume on Sandy Boulevard west of 82nd is expected. Most of this traffic will add to the already congested intersections in the Hollywood area.

Truck traffic is also expected to increase on those facilities attracting traffic in the Parkrose area. Trucks are expected to be seven to eight percent of the total attracted vehicles on the street network shown in Figure 5.

## BENEFITS

Early opening of I-205 will provide savings in vehicle operating costs to some motorists now using I-5. Trips originating in East Clark County destined to the airport or to East Multnomah County will derive the greatest savings. The greatest savings to these motorists will be the reduced travel distance of up to ten miles for each trip.

Savings were calculated based upon a 15¢ per mile operating cost and a $3.50 per hour travel time cost to the average motorist. The following table provides a tabulation of the total savings or benefits to the traveling public assuming a six, nine, and twelve month early opening using several different values for the interest rates

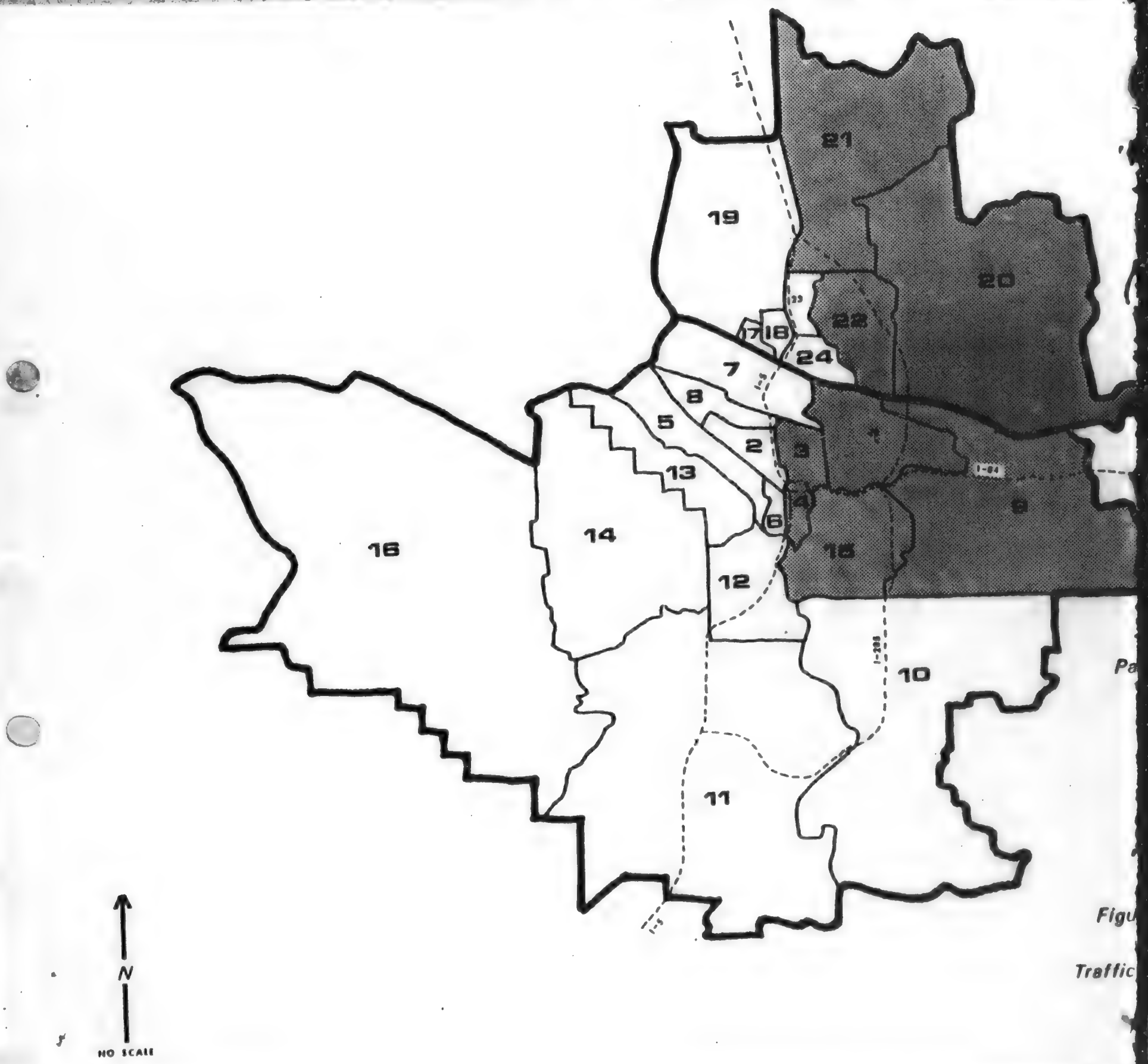
in investing the money for an early opening of I-205. Benefits supplied to the motorists with a six month early opening could support a cost of 2.4 to 2.6 million dollars depending upon the interest rate which could be collected on the investment of those dollars equal to the benefits to the motorists.

TABLE 1

Present Worth of Benefits

| I-205 opened early by | Short-Term Interest Rate | | | | | | |
|---|---|---|---|---|---|---|---|
| | 10% | 12% | 14% | 16% | 18% | 20% | 22% |
| 6 months | 2.6 | 2.6 | 2.5 | 2.5 | 2.5 | 2.4 | 2.4 |
| 9 months | 3.8 | 3.8 | 3.7 | 3.7 | 3.6 | 3.6 | 3.5 |
| 12 months | 5.1 | 5.0 | 4.9 | 4.8 | 4.7 | 4.6 | 4.5 |

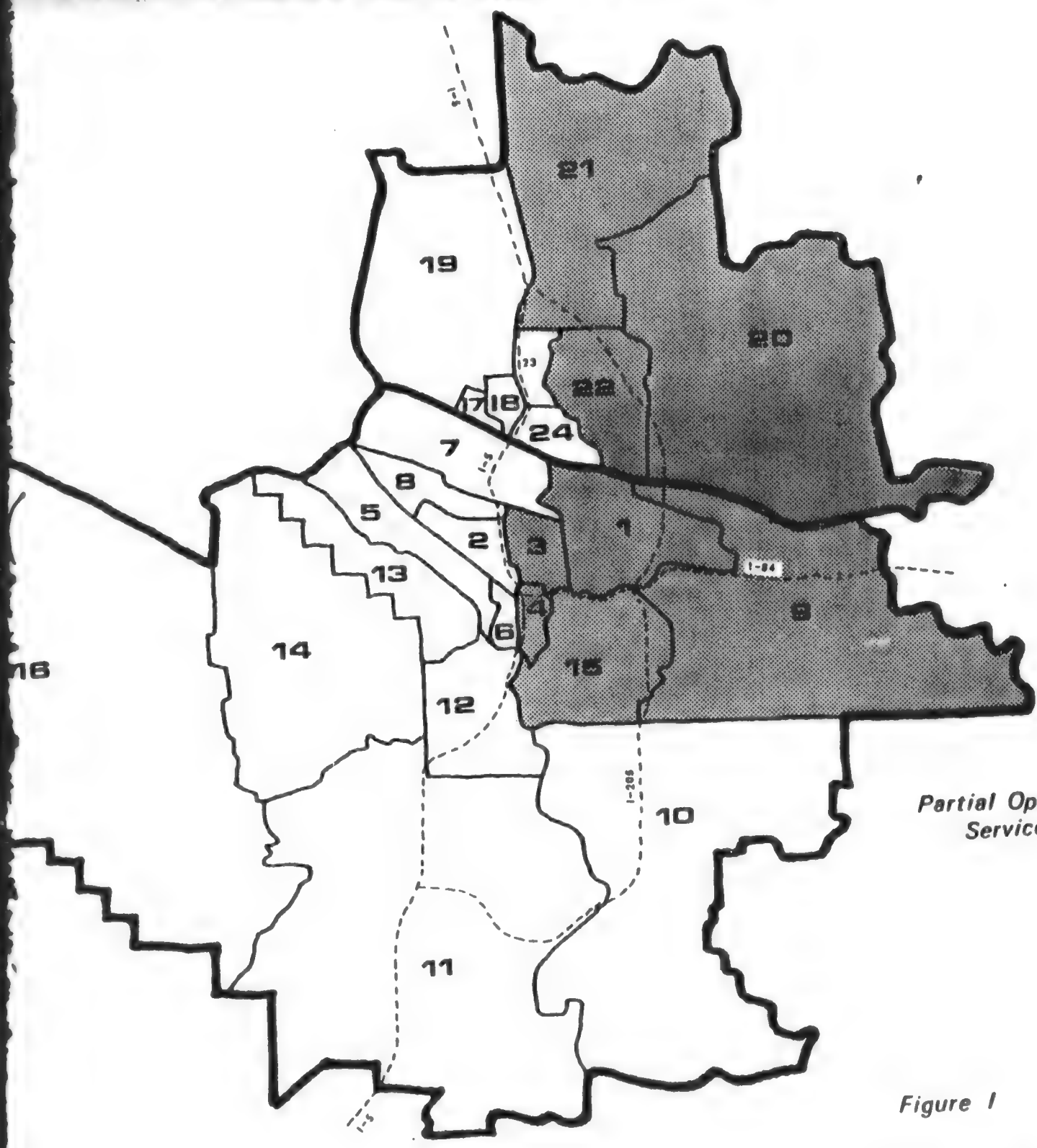
Negative benefits or impacts to the motorist now traveling in the Sandy/Columbia were not included in the calculation made for the above table. Some increase in delay because of the lower level of operation can be expected on Sandy Boulevard, Columbia Boulevard, 102nd, and 122nd avenue.




Pa

Figu

Traffic




Partial Opening Plan
Service Area

Figure 1

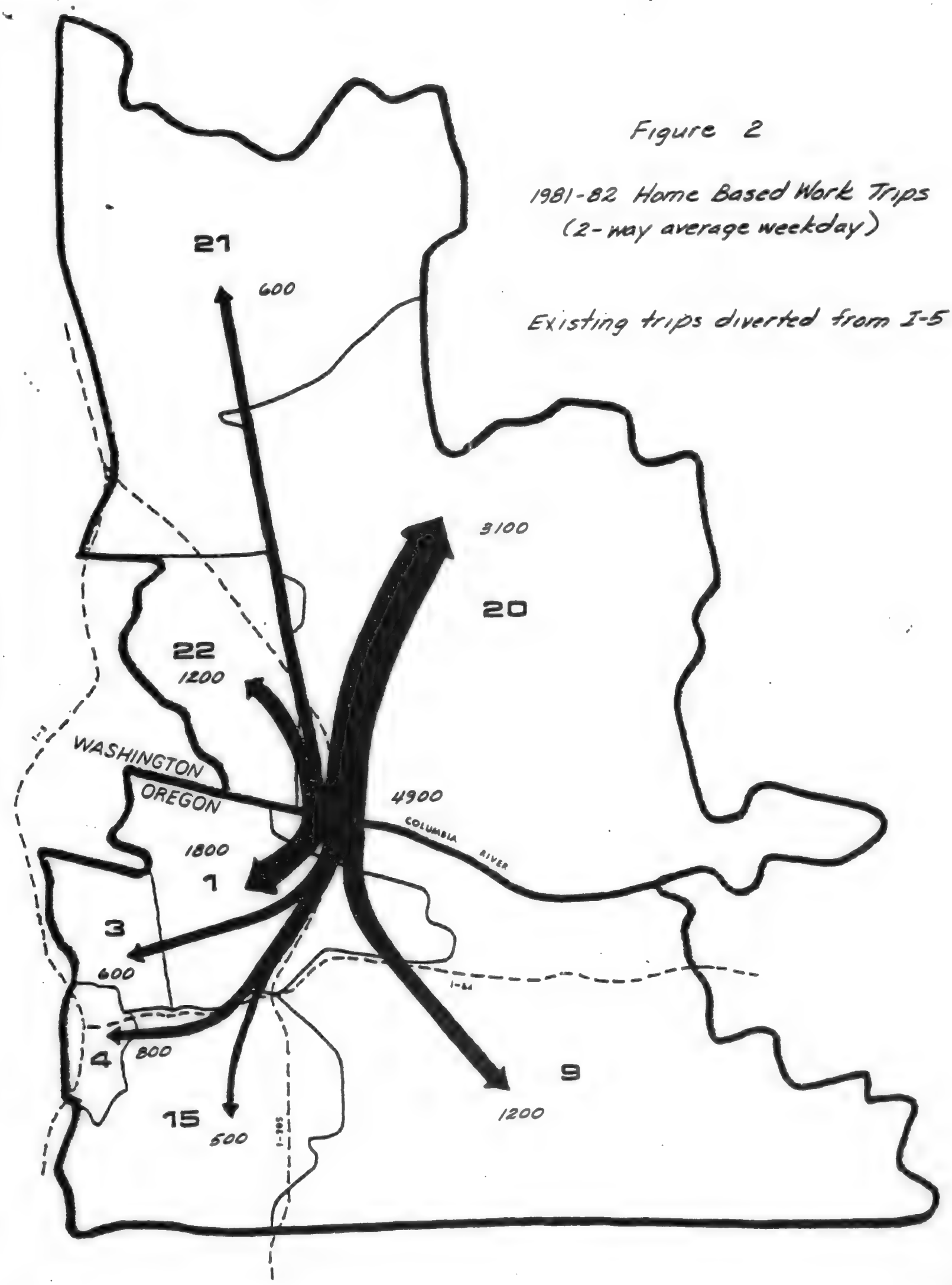
Traffic Zone Map

Dec '81

Figure 2

1981-82 Home Based Work Trips
(2-way average weekday)

Existing trips diverted from I-5

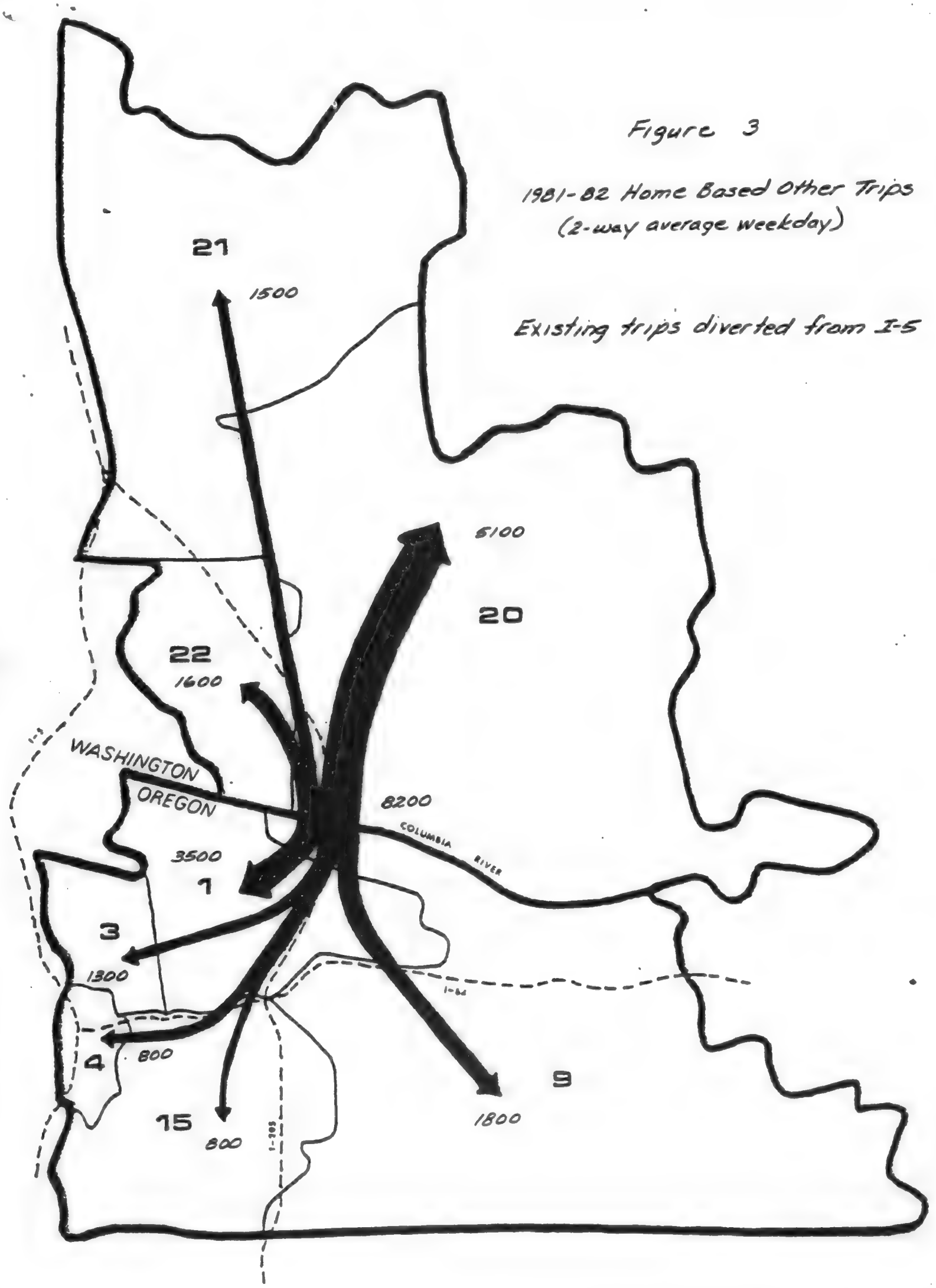



12/81

Figure 3

1981-82 Home Based Other Trips
(2-way average weekday)

Existing trips diverted from I-5

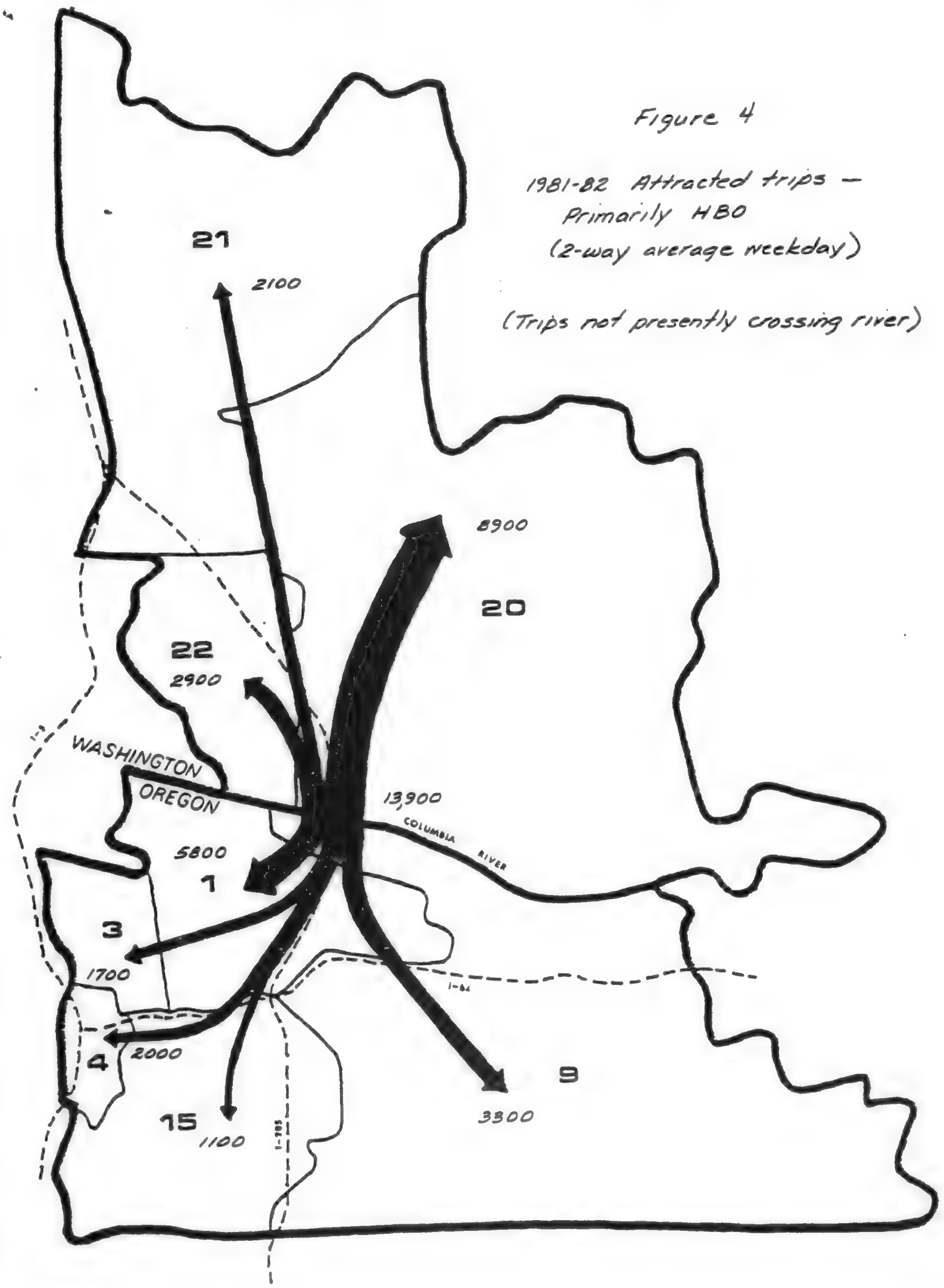



12/81

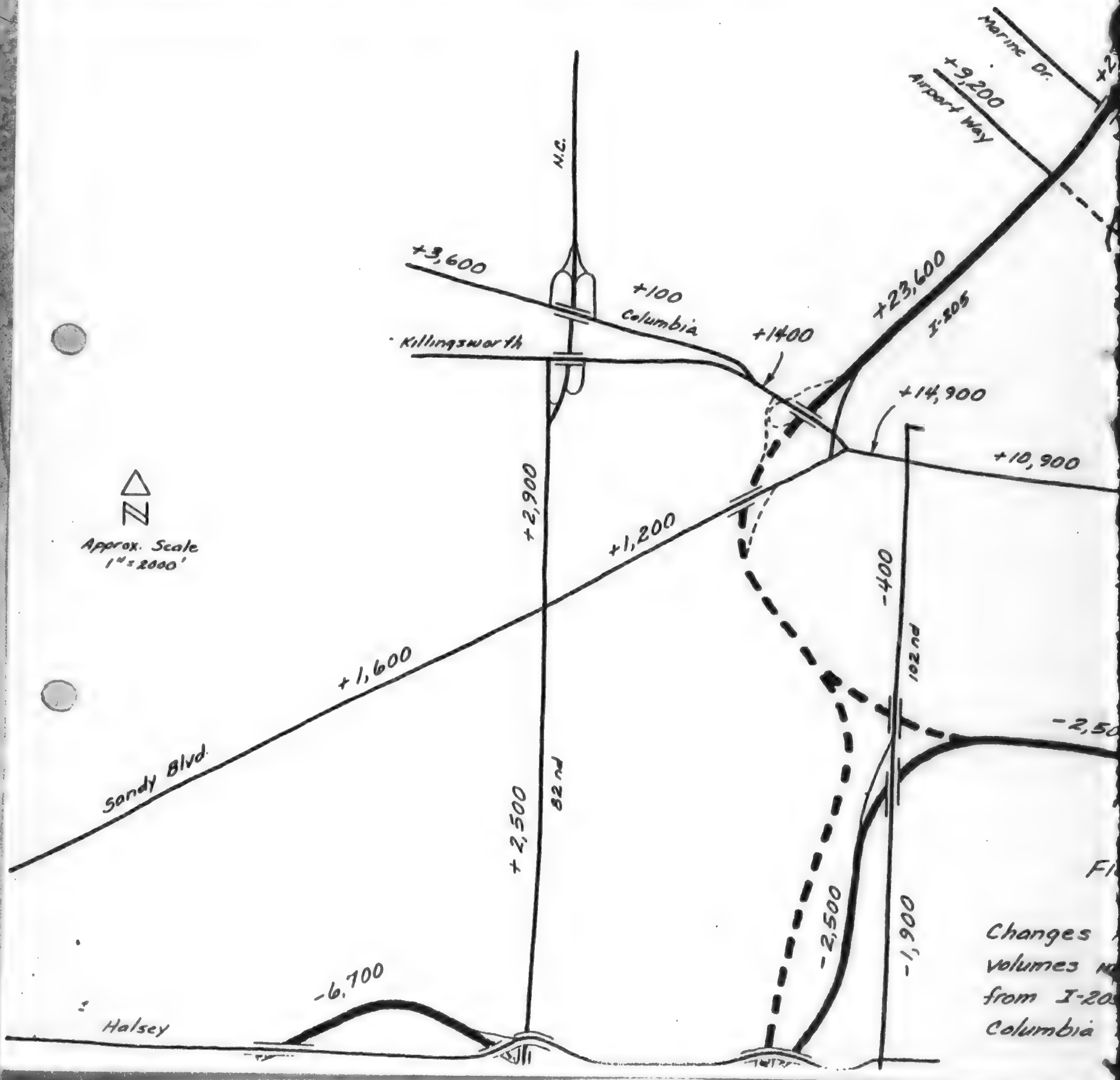
Figure 4

1981-82 Attracted trips —
Primarily HBO
(2-way average weekday)

(Trips not presently crossing river)




12/81


Marine Dr.
+9,200
Airport Way
N.C.
+3,600
+100
Columbia
Killingsworth
+1400
+23,600
I-205
+14,900
+10,900
+2,900
+1,200
-400
102nd
-2,50
Sandy Blvd
+1,600
+2,500
82nd
-2,500
-1,900
-6,700
Halsey
Approx. Scale
1" = 2000'
Changes
volumes
from I-20
Columbia

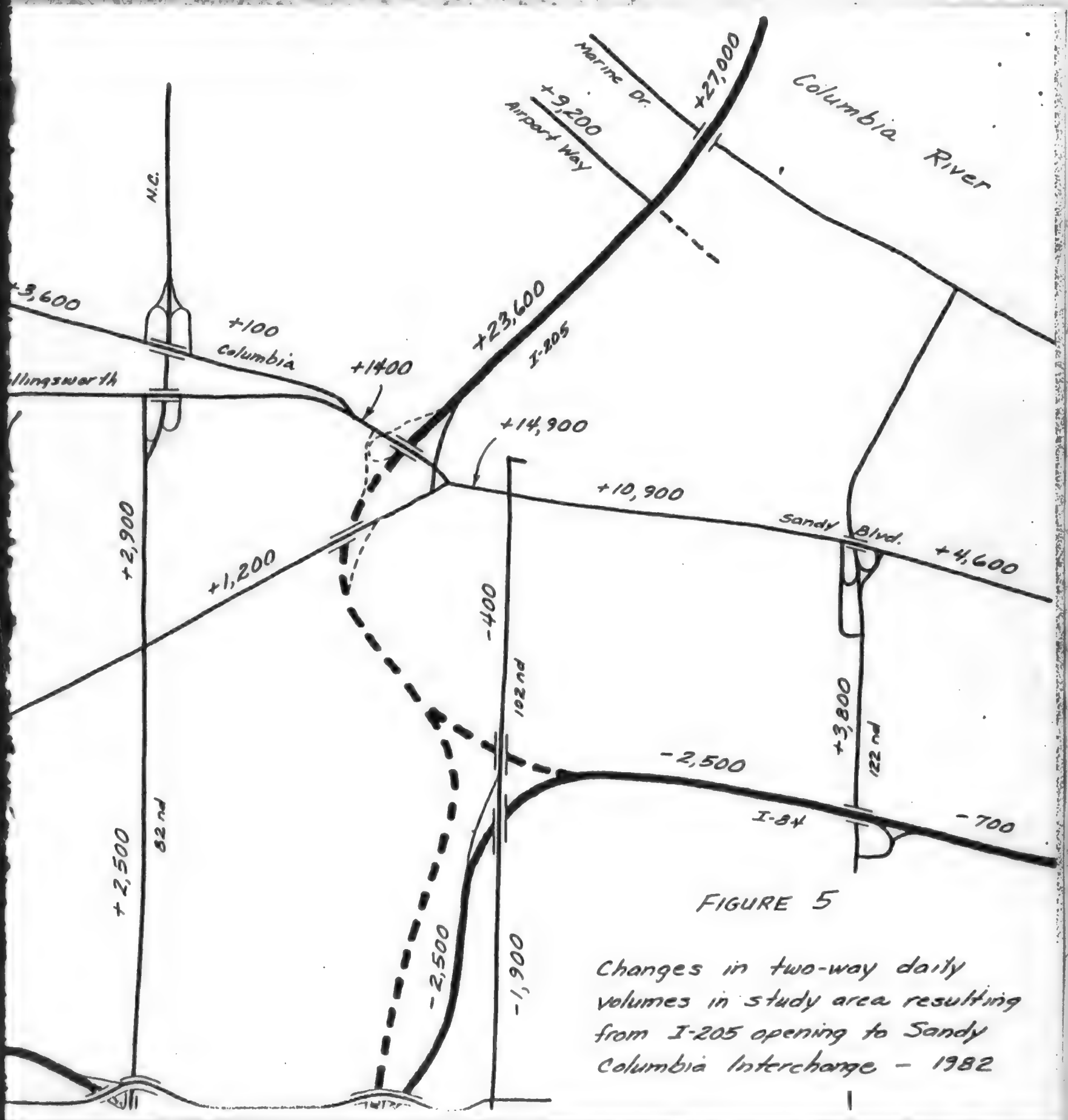



FIGURE 5

Changes in two-way daily volumes in study area resulting from I-205 opening to Sandy Columbia Interchange - 1982

Table 2

1981-82 2-way Home Based Work Trips*

| WASHINGTON ZONES | OREGON ZONES 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17 | 200 | 100 | 200 | 0 | 100 | 100 | 100 | 200 | 300 | 200 | 400 | 100 | 0 | 2 |
| 18 | 500 | 600 | 500 | 200 | 600 | 500 | 500 | 600 | 600 | 300 | 600 | 200 | 100 | 4 |
| 19 | 500 | 900 | 300 | 600 | 700 | 600 | 1100 | 500 | 300 | 200 | 300 | 100 | 200 | 1 |
| 20 | (700) | 1200 | (600) | (800) | 1100 | 1000 | 1400 | 600 | (500) | 200 | 600 | 200 | 100 | 2 |
| 21 | (400) | 700 | 200 | 500 | 600 | 500 | 800 | 400 | (200) | 100 | 400 | 100 | 0 | 2 |
| 22 | (700) | 1600 | 600 | 1000 | 1200 | 1000 | 1900 | 500 | (500) | 200 | 400 | 200 | 0 | 2 |
| 23 | 200 | 600 | 200 | 300 | 500 | 300 | 700 | 200 | 100 | 100 | 200 | 100 | 0 | 2 |
| 24 | 300 | 700 | 500 | 300 | 600 | 300 | 800 | 300 | 500 | 200 | 500 | 200 | 100 | 3 |
| | 3500 | 6400 | 3100 | 3700 | 5400 | 4300 | 7300 | 3300 | 3000 | 1500 | 3400 | 1200 | 500 | 18 |

(1800) (600) (800) (1200)

*Based on 1977 MSD person-trip data
East County trips factored by 1.20 (Zones 20-22)
All others factored by 1.10
Average Weekday Volumes rounded to nearest 100 vpd.

(000) Trips assigned to "early opening" of I-2

Table 2

1981-82 2-way Home Based Work Trips

OREGON ZONES

| | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 100 | 100 | 100 | 200 | 300 | 200 | 400 | 100 | 0 | 200 | 300 | 100 | 2600 | |
| | 200 | 600 | 500 | 500 | 600 | 600 | 300 | 600 | 200 | 100 | 400 | 400 | 200 | 6800 | |
| | 600 | 700 | 600 | 1100 | 500 | 300 | 200 | 300 | 100 | 200 | 100 | 300 | 100 | 6800 | |
| | (800) | 1100 | 1000 | 1400 | 600 | (500) | 200 | 600 | 200 | 100 | 200 | (500) | 200 | 9900 | (3100) |
| | 500 | 600 | 500 | 800 | 400 | (200) | 100 | 400 | 100 | 0 | 200 | 200 | 100 | 5400 | (600) |
| | 1000 | 1200 | 1000 | 1900 | 500 | (500) | 200 | 400 | 200 | 0 | 200 | 400 | 100 | 10500 | (1200) |
| | 300 | 500 | 300 | 700 | 200 | 100 | 100 | 200 | 100 | 0 | 200 | 100 | 100 | 3900 | |
| | 300 | 600 | 300 | 800 | 300 | 500 | 200 | 500 | 200 | 100 | 300 | 300 | 100 | 6000 | |
| | 3700 | 5400 | 4300 | 7300 | 3300 | 3000 | 1500 | 3400 | 1200 | 500 | 1800 | 2500 | 1000 | 51,900 | |

(0) (800) (1200) (500)

44% of total trips

erson-trip data
ored by 1.20 (Zones 20-22)
1.10
s rounded to nearest 100 vpd.

(000) Trips assigned to "early opening" of I-205

Table 3

1981-82 2-way Home Based Other Trips*

| WASHINGTON ZONES \ OREGON ZONES | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17 | 100 | 100 | 100 | 0 | 0 | 0 | 100 | 100 | 100 | 100 | 0 | 0 | 0 |
| 18 | 300 | 400 | 600 | 100 | 100 | 200 | 800 | 400 | 300 | 200 | 200 | 100 | 100 |
| 19 | 1000 | 1400 | 1100 | 700 | 600 | 1300 | 2300 | 1000 | 600 | 300 | 700 | 200 | 100 |
| 20 | (1400) | 1600 | (1300) | (800) | 600 | 1800 | 2000 | 1100 | (800) | 400 | 1000 | 400 | 0 |
| 21 | (1000) | 1000 | 700 | 500 | 400 | 1100 | 1900 | 600 | (500) | 200 | 500 | 200 | 100 |
| 22 | (1100) | 1400 | 1100 | 700 | 500 | 1600 | 2400 | 1000 | (500) | 200 | 600 | 200 | 100 |
| 23 | 300 | 700 | 600 | 200 | 200 | 600 | 1300 | 400 | 100 | 100 | 200 | 100 | 100 |
| 24 | 600 | 900 | 800 | 300 | 200 | 700 | 1900 | 800 | 200 | 100 | 200 | 200 | 100 |
| | 5800 | 7500 | 6300 | 3300 | 2600 | 7300 | 12100 | 5400 | 3100 | 1600 | 3400 | 1400 | 600 |
| | (3500) | | (1300) | (800) | | | | | (1800) | | | | |

* See Table for assumptions.

Table 3

1981-82 2-way Home Based Other Trips

OREGON ZONES

| 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 100 | 100 | 100 | 100 | 0 | 0 | 0 | 100 | 100 | 0 | 900 | |
| 100 | 200 | 800 | 400 | 300 | 200 | 200 | 100 | 100 | 100 | 200 | 100 | 4200 | |
| 600 | 1300 | 2300 | 1000 | 600 | 300 | 700 | 200 | 100 | 400 | 500 | 200 | 12400 | |
| 600 | 1800 | 2000 | 1100 | (800) | 400 | 1000 | 400 | 0 | 600 | (800) | 200 | 14800 | (5100) |
| 400 | 1100 | 1900 | 600 | (500) | 200 | 500 | 200 | 100 | 200 | 400 | 100 | 8800 | (1500) |
| 500 | 1600 | 2400 | 1000 | (500) | 200 | 600 | 200 | 100 | 400 | 400 | 200 | 12400 | (1600) |
| 200 | 600 | 1300 | 400 | 100 | 100 | 200 | 100 | 100 | 100 | 100 | 100 | 5200 | |
| 200 | 700 | 1900 | 800 | 200 | 100 | 200 | 200 | 100 | 100 | 200 | 100 | 7400 | |
| 2600 | 7300 | 12100 | 5400 | 3100 | 1600 | 3400 | 1400 | 600 | 2000 | 2700 | 1000 | 66,100 | |

(1800) (800)

56% of total trips

NOTED
H. S. COULTER

DECEMBER 15, 1981 COMMISSION
MEETING DELEGATIONS

A presentation was made by representatives of Newberg requesting that eastbound through-traffic be removed from the present routing and placed on a street to the south. This would free up the central business district for shopping. They view this as temporary need with a long-term need for a complete bypass. This project is listed in the potential highway improvement list. It would be considered for program addition if funds become available.

Frank Ivancie indicated that though they did not get everything, he felt that the Commission did a good job in sorting out priorities and extended his appreciation and thanks to the Commission.

Dennis Buchanan, Multnomah County Commission, thanked the Commission for their efforts, complimented the Commission on the process that they have been following and wished that Multnomah County did their work as well. He also requested that the 181st Avenue Interchange be identified separately from the six-lane improvement. We have separated 181st Interchange on the Banfield from the 117th-181st 6-laning road work. Neither project is funded in the 6-Year Program and are therefore listed as future projects.

Ed Cutler of Sweet Home, thanked the Commission for listening to their concerns for the improvements on the Vail Creek-Sweet Home section. He indicated that he had attended four meetings, felt they were all good and was pleased that we were willing to change our minds. Vail Creek-Harmony Road in the Program for 1982.

The delegation from Sisters spoke in opposition to the development of a couplet. They indicated that traffic has been declining, that there is no problem and a couplet is not needed. Another delegation from Sisters reemphasized a need and desire for a couplet. A cooperative project is in the program for 1984. (Locals need to agree on what they want).

The City of Hillsboro reemphasized a need for the improvement to the TV Highway from Southeast 21st to Oak. We indicated that our intent is to continue PE on the project to the right-of-way stage.

The Mayor of Coquille and others indicated concern that work on the Coquille Bypass had been cancelled, but were advised that the work would be continued in the program. The Mayor also indicated need for the bypass to fit with the construction of the Coquille River Bridge. They also indicated general disapproval with delays to completion of improvements to Highway 42 and the need to improve the Powers Secondary. PE on the bypass will continue. The bypass fits the new bridge location. Highway 42 project, Mystic Creek-Camas Valley, is in the program for 1983.

Representatives of Albany voiced their concern that an improvement to Highway 99E from Queen Avenue to the Linn-Benton Community College was not added to the program. They indicated that traffic volumes were very heavy and that a

large parcel of land is available for economic development which would aggravate the situation. PE is to continue on Highway 99E-Queen Avenue.

The Head Master of Oregon Episcopal School was in attendance and expressed his appreciation that the intersection of Scholls Ferry Road and Nicole Road was scheduled to be added to the program. Signal project at Scholls Ferry Road and Nicole Road is in the program for 1983.

The Mayor of Hermiston encouraged work on I-82 and improvements to Highway 395. I-82 is in program and Umatilla-Hermiston project is in program (1982).

Mr. Armstrong and Mr. Johnson discussed Highway 20 and the importance to the Newport area and the section between I-5 and Highway 101. Burnt Woods-Dudley Hill Section is in the program for 1986. The following projects have been identified as possible improvements if additional funds become available: Pioneer Mountain-Eddyville; Eddyville-Coast Range Summit; Oglesby Creek Bridge; Coast Range Summit-Burntwood; Wren Hill Section and Philomath Couplet.

A gentleman was in and discussed the needs to improving the Wilsonville and Stafford Interchange. He was encouraged to work with Bob Bothman.

# STATUS REPORT

# I-205

24 December 1981

by

MATRIX MANAGEMENT GROUP

STATUS REPORT

I-205

FUNDING

There have been several recent actions particularly in Oregon that impact their ability to construct projects.

A recent package was passed by Congress for the 1982 Transportation Appropriations Bill. There were funds from interstate transfer that were allocated to the State of Oregon for projects within the state with the bulk of the work going into the Portland metropolitan area. The interstate transfer allocation came as the results of the withdrawal and substitute on the Mt. Hood freeway and the 505 industrial area in northwest Portland. Oregon received approximately $60 million in interstate transfer money that can be used and will be used within the state. The $60 million for highway work will be primarily in the Portland and Salem areas. It's not limited to any specific type of work but has been programmed for projects they had on the books.

In addition to the $60 million for highway projects, Oregon also received about $45 million in interstate transfer funds for light rail transit. They plan on using a portion of this money for the Portland-Gresham section of their light rail.

It is my understanding that the State of Oregon and the City of Chicago were the two recipients of the interstate transfer money from the 1982 transportation appropriation.

The 1983 Surface Transportation Act is still in Congress but it is expected to be passed sometime in late February or March of 1982.

The State of Washington did not receive any interstate transfer money. Those funds were allocated to states that had interstate highway programs on the books and then made the switch from highway to transit-oriented projects. Washington DOT has received the normal allocation of interstate money and indicate that there is no problem continuing with the interstate work on the Washington side of 205.

Washington did receive approximately $22 million from discretionary funds which came from projects that had lapsed in other states. Those dollars will be targeted toward Interstate 82 and 182 in the Yakima area. There are no special appropriations at this time for any safety projects and until the Surface Transportation Act is passed there won't be good identity on any of the individual categories.

CONSTRUCTION

Oregon Department of Transportation has been moving fairly aggresively in getting contracts under way that are necessary to complete the work on Interstate 205. Much of this would be desirable to utilize as part of an early opening through phasing or stage development. Some of the key work that they have yet to do will be the development of the contract for the expansion joints and the paving portion on the bridge and government island. Their tentative schedule now is to go with the expansion joint and paving contract in June of 1982 on the main river crossing. Their estimate is approximately $8 million.

The next project in the bridge vicinity would be the work on the south channel bridge and that is the paving that's scheduled for July of 1982. Their estimate is approximately $700,000 on this particular project. Following the paving job, or actually running almost concurrently from the advertising standpoint, will be a contract for signing and illumination scheduled for June of 1982. Estimate - $1.5 million. South of the bridge, they are advertising for bid opening 28 January 1982 for the concrete pavement between the Columbia River and Powell Boulevard. Their design calls for paving two lanes in both directions with future lanes to be done when traffic counts demand. This is a very major project estimated at about $20 million. As it stands now, they would expect the contractor to do the portion from Powell Boulevard north to the Banfield as the first order of business. The second phase would be from Powell Boulevard north to the river.

I discussed the sequencing of this work with Bob Bothman and one of the things that ODOT is exploring now is the possibility of changing the sequencing of the project and have the contractor do the Banfield-to-river portion first, so they could utilize that section of pavement as part of a connection to either Columbia Boulevard or to another surface street. Oregon DOT has assigned this work to their chief bridge engineer, Walt Hardt, and Mr. Hal Versteeg, both in the Salem area. Ed Hunter, who is the deputy, advised my yesterday that he expected to have information on cost and sequencing projects available about the 10th of January and they would use that as the support data for their review with the Transportation Commission.

In reviewing the work on the bridge, it would appear as if all of the structure work on both north and south bound bridges on both the north channel and south channel will be complete by mid-1982. On the Washington side of the river, early discussions covered the possibility of making some temporary connections using the north interchange through partial pavement but the decision now has been made to go with the entire project from the bridge north to the SR 500 interchange. The ramps will be paved; full connections can be made and the additional north and south bound lanes which were eliminated from the early contract will be included.

CONSTRUCTION (Continued)

Washington expects to advertise the job early 1982 and open bids about the first of March. That work can be staged or phased to include early completion of the ramp portion to the north end of the bridge. The estimate on the Washington work is between $4 million and $4.5 million. The district administrator does not anticipate any particular problems in securing interstate funding and I think that there is a strong interest to move that to contract stage just in case something happens on Interstate 90 in Seattle and there's a sudden need for all of the state's interstate money to be used in the metropolitan area. I feel that Ed Ferguson is going to protect himself and his district and get the I-205 work in its entirety done as soon as possible.

TRAFFIC

Both Washington DOT and Oregon Department of Transportion have been taking a look at the projected traffic volumes on Interstate 205. Oregon has made some assumptions and used their 1985 trip tables to develop an estimate of total crossings of I-205 of 27,000 vehicles per day. This assumes an early opening of two lanes on the northbound structure and access points at Airport Way and Columbia and Sandy Boulevard. Fifteen thousand (15,000) of these trips are diverted from I-5 and 12,000 are new trips generated by the new facility.

The following table lists the estimated dollar saving for opening the bridge early for three different scenarios. Operating costs to generate these savings were assumed to be $.15 per mile. This appears to be very conservative per mile cost.

1. Three thousand (3,000) trips per day go to and from the airport. From east Clark County, it is 14 miles shorter to go by way of I-205 than I-5. If a third of the traffic volume realized the full 14 miles saving, a third save 7 miles, and a third have no distance saving, there is a substantial dollar saving.

2. Approximately 35 percent of Clark County's population resides east and north of I-205. Assuming that this percentage of the 15,000 trips diverted from I-5 could save 14 miles per trip, gives some idea of what the population at large would save by an early opening.

3. If all 15,000 diverted trips were to save, on an average, 7 miles per trip, even more savings could be realized.

OPERATING COST SAVINGS ($ Millions)

| Scenario No. | I-205 Bridge Open Early By: 6 mo. | 9 mo. | 12 mo. |
|---|---|---|---|
| 1 | 0.6 | 0.9 | 1.1 |
| 2 | 2.0 | 3.0 | 4.0 |
| 3 | 2.8 | 4.3 | 5.7 |

The total savings for 6 months would range between $2 million and $2.8 million. If it could be open a year early, the savings to motorists could be as high as $7.5 million.

SUMMARY

Bothman has briefed both Portland City Council members and Multnomah County Commissioners on the review of early opening. He said their contact on the county board was Dennis Buchanan. No negative response from either group. No strong support or comment, but no strong opposition.

89-5

L

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: H. S. Coulter, P.E.
State Highway Engineer

DATE: December 28, 1981

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Early Opening, I-205 Bridge

NOTED
U. S. COAST

ALTERNATE NO. 1:

Provides four lanes for traffic on I-205 from the Washington State Line across the easterly I-205 structure with connections to Marine Drive over a portion of Airport Way.

Major Work:

| | |
|---|---|
| Surfacing Columbia River Structure, Northbound | $ 3,000,000 |
| Joint Construction, Columbia River Structure | 1,250,000 |
| South Channel Structure Joints | 300,000 |
| Continuously Reinforced Concrete Pavement Surfacing | 500,000 |
| Ramp Construction and Signing | 100,000 |
| Temporary Median Barrier (2.4 Miles) | 700,000 |
| 10% Acceleration Cost | 600,000 |
| TOTAL | $ 6,450,000 |

The total cost is $6,450,000 of which $1.2 is additional cost for early completion of contract work.

The major deficiency of Alternate No. 1 is the lack of capacity on Marine Drive to handle any significant amount of traffic.

ALTERNATE NO. 2:

Provides two lanes of traffic in each direction on I-205 from Washington State across the easterly Columbia River structure to the interchange at Columbia Boulevard, a distance of 3.4 miles.

Major Work:

| | | |
|---|---|---|
| Paving Northbound Columbia River Structure | | $ 3,000,000 |
| Joints on the Columbia River Structure | | 1,300,000 |
| Continuously Reinforced Concrete Pavement to Columbia Boulevard | | 2,000,000 |
| Three Miles of Median Barrier, Ramp Construction and Signing | | 1,000,000 |
| Joints on the South Channel Structure | | 300,000 |
| Estimated Cost of Accelerated Work Schedule | | 700,000 |
| | TOTAL | $ 9,300,000 |

Non-recoverable Costs:

| | | |
|---|---|---|
| Median Barrier and Signing | | $ 1,000,000 |
| Accelerated Schedule of Contract Work | | 700,000 |
| Accelerated Schedule for Work Under Contract | | 100,000 |
| Total Cost of Early Opening of I-205 | | $ 1,800,000 |

Work Under Contract:

| | | |
|---|---|---|
| Surfacing Removal, 15,000 Cubic Yards | | $ 30,000 |
| Finish 1.2 Miles of Roadbed and Slopes | | 20,000 |
| Cement Treated Base, 6,000 Tons | | 90,000 |
| Engineering and Contingencies | | 40,000 |
| | TOTAL | $ 180,000 |
| Accelerated Work Schedule | | $ 90,000 |
| | TOTAL | $ 270,000 |

Benefits:

Early opening of I-205 to serve an estimated 15,000 ADT from the State of Washington to Columbia Boulevard for a period of up to one year.

Problems:

1. Obtaining early completion of contracted grading and cement treated base between the South Channel Bridge and Columbia Boulevard.

2. Completing the paving and joint work on the Columbia River Northbound Structure in one construction season.

3. Joint work on the South Channel Structure.

4. Limited capacity of Columbia Boulevard to handle a significant amount of traffic and problems in the Parkrose area.

ALTERNATE NO. 3:

Alternate No. 3 would complete the structure and roadway paving and open to traffic the section of I-205 from Washington State to the North Banfield Interchange, a distance of 5 miles. Traffic would be handled by ramps to Columbia Boulevard and by connections to the Banfield Freeway to and from the east.

Major Contract Work:

| | | |
|---|---|---|
| Pave the Columbia River Structure | | $ 6,000,000 |
| Joint Construction, Columbia River Structure | | 2,500,000 |
| South Channel Structure Joints | | 600,000 |
| Concrete Paving on I-205 | | 8,000,000 |
| | TOTAL | $17,100,000 |

Contracted Work Not Complete:

| | | |
|---|---|---|
| Surcharge for Removal, 15,000 Cubic Yards | | $ 30,000 |
| Finish Roadbeds and Slopes | | 30,000 |
| Cement Treated Base, 9,000 Tons | | 135,000 |
| Grading at Hancock, 8,500 Cubic Yards | | 170,000 |
| | TOTAL | $ 365,000 |

Estimated Cost Increase Due to Accelerated Schedules:

| | |
|---|---|
| Columbia River Structure, at 10% | $ 850,000 |
| I-205 Paving, at 5% | 400,000 |
| Grading and Cement Treated Base, at 30% | 110,000 |
| Total Cost, with Accelerated Schedule | $ 1,360,000 |

Benefits:

Opening I-205 for truck use from I-205 to the East Banfield Freeway plus local traffic service to Columbia Boulevard.

Problems:

Large amount of structure surfacing and continuously reinforced concrete pavement plus the grading work at Hancock and 102nd and the increased grading and cement treated base on the section from Airport Way to the Banfield Freeway.

JHV:ja

8905

L.

BLAIR, SCHAEFER, HUTCHISON, WYNNE
POTTER, HORTON & JOHNSON
ATTORNEYS AT LAW
1014 FRANKLIN STREET
POST OFFICE BOX 1148
VANCOUVER, WASHINGTON 98666-1148

DONALD C. BLAIR
ROBERT M. SCHAEFER
DAVID C. HUTCHISON
JOHN F. WYNNE
HUGH J. POTTER
JAMES D. HORTON
RANDOLPH L. JOHNSON
CHARLES R. CUSACK, JR.
RICK POTTER
DONALD RUSSO
WAYNE W. NELSON

TELEPHONE
(206) 693-5863
PORTLAND TELEPHONE
(503) 285-4103
TELECOPIER ONLY
(206) 693-1777

NOTED
H. S. COULTER

Bothman
Bailey
miller

December 31, 1981

Peter Brix, Commissioner
Oregon Department of
Transportation Commission
P.O. Box 03018
Portland, Oregon 97203

Dear Mr. Brix:

Enclosed you will find some material which has been prepared by Matrix Engineering at the request of certain businesses in Clark County to try to find some way of getting the easterly span of the I-205 bridge open sometime in late 1982 if possible.

It is the conclusion of this report that the decision will be left up to the State of Oregon, and it is, therefore, very important that we contact the Oregon Commission and encourage Oregon business people to contact the Commission to support such action. Enclosed you will find the list of individuals to which this report has been transmitted and the members of the Oregon Commission. I hope that by taking such action we will be able to encourage the Commission to act affirmatively on this matter next month.

If you have any suggestions of ways to help accomplish the early opening of I-205, I would be very glad to hear them and hope that with a united effort by all of us that we will be able to accomplish this task.

Respectfully,

Robert M. Schaefer

Robert M. Schaefer

RMS/sld

Enclosure

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FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
JAN 6 '82
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Coulter
FOR
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**MATRIX MANAGEMENT GROUP**

consultants in management and civil engineering

PRINCIPALS
Douglas L. Jonas, P.E.
Eric S. Oien, P.E.
Jan E. Rosholt, P.E.

December 28, 1981

Mr. Robert M. Schaefer
Attorney at Law
1014 Franklin
Vancouver, WA 98660

Dear Mr. Schaefer:

Attached for your review is an update on the I-205 Bridge Project. The information came from both Washington and Oregon Departments of Transportation.

I met with Bob Bothman, Metropolitan Regional Engineer, Oregon Department of Transportation on Tuesday, 22 December to get an update on what Oregon was doing in so far as contract scheduling.

The regional office as well as the design section in Salem have been requested to take a look at the possibility of accelerating the opening of the bridge or bridges and to make connections to existing surface streets on the south side of the river. Bothman indicated that they would be preparing a report for the Highway Commission meeting which is scheduled for 19 January 1982 in Salem.

One of the options they are looking at would be to make the connections south to Columbia Boulevard which they feel would phase in better with the work planned by the Port on the construction of Airport Way.

I would suggest that some contact be made with the Oregon Department of Transportation and members of the Transportation Commission by representatives from this area to indicate strong support in early opening of the facility.

Sincerely,

MATRIX MANAGEMENT GROUP

Dick Carroll

Dick Carroll, P.E.
Manager, Southwest Washington

DC:dek

Enclosure

Seattle Office:
466 Colman Bldg., 811 - 1st Ave.
Seattle, Washington 98104
(206) 621-1977

Puget Sound Office:
P.O. Box 10455
Bainbridge Island, Washington 98110
(206) 842-4186

Southwest Washington Office:
518 Main St.
Vancouver, Washington 98660
(206) 693-3989

# OREGON DEPARTMENT OF TRANSPORTATION COMMISSION

| | |
|---|---|
| Tony Yturri<br>Chairman | 89 SW Third<br>Ontario, Oregon 97914 |
| Tom Walsh<br>Vice Chairman | Walsh Construction Company<br>3015 SW First<br>Portland, Oregon 97201 |
| Peter Brix | Knappton Corporation<br>PO 03018<br>Portland, Oregon 97203 |
| Bob Dwyer | 1800 SW First, Suite 170<br>Portland, Oregon 97201 |
| N. B. Guistina | PO Drawer 989<br>Eugene, Oregon 97440 |

8905

NOTED
H. S. COULTER

DEPARTMENT OF TRANSPORTATION
INTRA-DEPARTMENTAL COMMUNICATION

DEC 17 1981

DATE: 17 December 1981

FROM: David Peach
Phone: 6406 DKP

SUBJECT: Early Opening of I-205 Bridge

To: Ed Ferguson

NOTED
H.S.COULTER

The Oregon Department of Transportation used their 1985 trip tables to estimate a total crossing I-205 of 27,000 vehicles per day. This assumes an early opening of two lanes on the northbound structure and access points at Airport Way as well as Columbia/Sandy. Fifteen thousand (15,000) of these trips are diverted from I-5 and 12,000 are new trips generated by the new facility.

The following table lists the dollar savings for opening the bridge early for the follow scenarios. Operating costs were assumed to be 15¢ per mile.

1. Three thousand (3,000) trips per day go to and from the airport. From east Clark County, it is 14 miles shorter to go via I-205 than around via I-5. If a third realize the full 14 mile savings, a third save 7 miles and a third have no distance saving, there is a substantial dollar savings.

2. Approximately 35% of Clark County's population resides east and north of I-205. Assuming that this percentage of the 15,000 diverted trips save 14 miles per trip gives an idea of what the population at large would save by early opening.

3. If all 15,000 diverted trips were to save on an average, 7 miles per trip, even more savings would be realized.

OPERATING COST SAVINGS ($ Millions)

| Scenario No. | I-205 Br. Open Early By: 6 mo. | 9 mo. | 12 mo. |
|---|---|---|---|
| 1 | 0.6 | 0.9 | 1.1 |
| 2 | 2.0 | 3.0 | 4.0 |
| 3 | 2.8 | 4.3 | 5.7 |

The total savings for 6 months would range between $ 2.0 M and $ 2.8 M. If it could be open a year early, the savings to motorists could be as high as $5.7 M.

DKP:lz

TRANSPORTATION DIST. 4
REC'D DEC 18 1981
REFER NOTE
DIST. ADMIN.
ADM OFFICER
ACCOUNTING
OFFICE MGR
PERSONNEL ASST
SAFETY
FILES
CONSTRUCTION ENGR
ASST CONST
ASST. STRUCT.
CONST. ASST.
SOILS
MAINTENANCE ENGR
ASST MAINT
MGMT ANALYST
TRAFFIC OPER
LOCATION ENGR.
ASST LOC
TRANS PLANNING
CONSUL LIAISON
COURT ENGR
DESIGN ENGR
TRAFFIC DESIGN
LAND ARCH
PLANS ENGR
TITLE ENGR
UTILITIES ENGR
PLANNING ENGR
ADV PLANNING
COMP. LIAISON
ENVIR ENGR
PROJECT CONTROL
AD
OFFICE

December 17, 1981

Ed W. Ferguson
476-6621

I-205 Bridge - Early Opening

Paula Stewart AS-13
Assistant for Community & Business Affairs
Office of the Governor

Suggested comments for Governor Spellman's letter to Governor Atiyeh:

I am advised that the Oregon Department of Transportation is progressing on I-205 with an estimated completion date of December 1983; however, as we get closer to seeing the structure completed, much interest has developed in effecting an earlier opening date.

The Washington approaches to the new bridge will be substantially completed and opened to traffic by the end of 1982. It is my understanding that with a concentrated effort, the northbound structure and the approaches on the Oregon side could be completed to a point where connections could be made to either or both Airport Drive and the Columbia Boulevard/Sandy Boulevard vicinities. This would allow traffic to use the partially completed facility earlier than presently anticipated.

I am certainly aware that there are many problems associated with this effort to open the new bridge at an earlier date, but it does seem that there is merit in trying to achieve this. This would provide much needed relief to the I-5 corridor between Oregon and Washington and would save residents of both states many dollars in operating costs.

To achieve an early opening, I believe time is of the essence and those concerned with accomplishing the work must move quickly if our states are to receive the optimum benefit from this effort. I assure you that the Washington Department of Transportation is ready to go with the work on the Washington side of the river and advertisement for bids on the final contract will be in February 1982. The scheduled completion of this work would be by the end of 1982.

This information and your beginning and ending to the letter should pretty well explain to the Governor of Oregon the need we see in early completion of I-205.

EWF:m

c.c. - Duane Berentson
V. W. Korf
A. D. Andreas

DES 16

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: December 9, 1981

FROM: J. H. Versteeg
Road Design Engineer

NOTED
H. S. COULTER

SUBJECT: Interstate Bridge Reversible Lanes
I-205 (Early Opening)

The suggestions in the November 13, 1981 letter to Mr. Vaughn Hubbard were discussed earlier with Al Harwood and Bob Bothman by Mr. Sid Morrison.

The reversible lane concept for the Interstate Bridge on I-5 has been discussed many times and is considered impractical for the northbound evening peak hours because of the heavy traffic volumes in the southbound direction. The reversible lane for southbound traffic during morning peak hours is not considered practical because of the limited capacity on I-5 at several points downstream from the Interstate Bridge.

An early opening of two or three months for the East Columbia River structure on I-205 is possible at an estimated additional cost of $1 million (Harwood's estimate). The connections of I-205 to Marine Drive would be poor at best without major grading and paving. Marine Drive has no excess capacity in either the a.m. or p.m. peak traffic flows without expending at least $600,000 for improving Marine Drive. There is no street network to adequately handle traffic distribution from Marine Drive to the northeast Portland area.

I agree with Mr. Harwood and Mr. Bothman that neither the reversible lane on the Interstate Bridge nor the early opening of I-205 to Marine Drive are a practical solution to the traffic problems on I-5. The costs are too great for the limited traffic benefits that could be expected for this three-month period.

## I-5 REVERSIBLE LANES

We have reviewed the possibility for reversible lanes for the Interstate Bridge on I-5.

### Northbound Reversible Lanes

During the evening peak, the northbound reversible lane would take one of the three existing southbound lanes. Southbound evening peak traffic volumes are too high to handle on the remaining two lanes without severe congestion. We would predict that traffic tie-up, congestion and the level of service would be worse in evening peak with

the proposed reversible lanes. The changes that we would foresee are that the northbound traffic flows would improve and southbound traffic congestion would be much worse -- probably at the level service F.

Southbound Reversible Lanes

For southbound a.m. peaks, the four/two reversible lanes split could be implemented based on the current northbound traffic volumes. The operation of the reversible lane on the narrow northbound structure would be of considerable concern because of potential serious accidents. If a safe operational plan could be developed, this could increase the traffic volume across the Interstate Bridge during the a.m. period.

Unfortunately, the capacity of I-5 south of the Interstate Bridge is the control and is restricted by traffic entering from Hayden Island and by the limited width under the Union Avenue structure.

While the reversible lane on the Interstate Bridge would add additional capacity for the bridge, the restrictions downstream on I-5 would limit the traffic volume south of the Interstate Bridge to the current levels.

It is doubtful that any increases in traffic volume during the morning peak could be expected on this section of I-5 with a reversible lane on the Interstate Bridge.

## I-205 BRIDGE

The I-205 East and West Bridges are at about the same stage of completion. Left to be contracted is the lighting, expansion joints and the wearing course. Under the upcoming contract, we could specify early completion on the northbound structure and complete it three months earlier than the southbound structure at a rough cost of $1 million.

## SOUTH CHANNEL BRIDGE

The Northbound Channel Bridge is complete except for lighting and expansion joints. The Southbound Channel Bridge has an additional five to six months to completion. The Westerly Southbound Channel Bridge will also require a contract for lighting and construction of expansion joints.

## I-205 PAVEMENT

The I-205 surfacing contract is currently scheduled for 1982; the area between the Columbia River structures and the South Channel structure, a distance of 1,000 feet, is not surfaced. The area from

the South Channel structure to Airport Way, a distance of 1,000 feet, would require surfacing. Our surfacing contract could require early completion date on the surfacing between the structures. We have not estimated the cost for this early completion, nor have we investigated possible conflicts with existing or proposed structural contracts.

## MARINE DRIVE

The ADT on Marine Drive is 13,000, with a peak hour volume of 920; ten percent trucks, of which one-half are heavy, five-axle rigs. To handle any additional traffic, Marine Drive would have to be widened to four lanes between 122nd and Lombard. Marine Drive is on a dike which would require some widening. We are looking at a minimum of six months' contract time, at an estimated cost of $600,000.

In summary, there is no reasonable way to handle additional traffic on Marine Drive without a significant amount of construction. The connections of I-5 to Marine Drive would have very limited benefits because there is not an adequate road system to dispense traffic or provide service into the northeast Portland area. This alternate would not divert enough traffic from the Interstate Bridge to be noticeable during the peak hours. The short-term benefits do not seem to justify the cost and the conflicts with the existing structure work and the proposed paving and structure contracts.

JHV:rw

#8905

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone:
Date: December 4, 1981

TO: F. B. KLABOE
Director

File No: 626-1938 (100)

FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: I-205 early opening

NOTED
H. S. COULIER

I discussed the early opening of I-205, in reference to Representative Morrison's suggestion to WDOT, with Ray Wilkinson of Representative Ron Wyden's Portland office.

Apparently, Congressman Morrison has contacted Congressman Wyden asking his assistance.

Likely Congressman Wyden will forward the request to you as Representative Morrison did to WDOT.

My conclusion to Ray Wilkinson is that a quick review indicated that we could perhaps have some kind of temporary connection within eighteen months, or six months ahead of completion of the entire project, but at a substantial cost, and that the cost/benefit did not seem to be realistic in light of shortage of federal funds to complete the remaonder of the I-205 Freeway in Oregon.

I have attached correspondence relative to the issue for your information.

ebg

attachment

xc: H. S. Coulter, w/attachment

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Steve asked Vern Berg to make an analysis. Will have for other to talk to comm. at next week's mtg
12/9

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SID MORRISON
4TH DISTRICT, WASHINGTON

COMMITTEE ON AGRICULTURE

SUBCOMMITTEES:
FORESTS, FAMILY FARMS AND ENERGY
CONSERVATION, CREDIT AND RURAL DEVELOPMENT
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WASHINGTON OFFICE:
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DISTRICT OFFICES
212 EAST "E" ST
YAKIMA, WASHINGTON
(509) 575-5891

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RICHLAND, WASHINGTON
(509) 376-9702

ROOM 314 — ARTS BU
1104 MAIN STREET
VANCOUVER, WASHINGTO
(206) 696-7838

Hope copy To Buchanan Tai

# Congress of the United States
## House of Representatives
### Washington, D.C. 20515

12-4-81

November 13, 1981

NOTED
H. S. COULTER

Mr. Vaughn Hubbard
Chairman
Washington Transportation Commission
Highway Administration Bldg.
Olympia, WA 98504

Dear ~~Mr. Hubbard~~ Vaughn:

Traffic jams and lengthy delays will continue to be a serious problem for commuters crossing the Columbia River between Portland and Vancouver until the completion of the Interstate 205 bridge at the end of 1983. As we are all aware, the current situation creates not only aggravation, lost time and energy, but an increased opportunity for accidents.

In the interest of alleviating some of the rush hour pressure on the Interstate 5 bridge, I am suggesting two temporary solutions for the Commission's consideration.

First, the eastern side of the I-205 bridge could be completed well in advance of the western half, and, with some temporary modifications in access ramps, be made available to two-way traffic connecting Highway 14 and Marine Drive.

Second, the possibility of creating a reversible lane on the I-5 bridge moving with the flow of traffic during peak hours should be investigated. You have used this technique effectively in the Seattle area for years, and Clark and Multnomah County citizens deserve the same consideration.

I feel a combination of these proposals would not only hasten by many months the utilization of the new bridge but would help realize the ultimate goal of moving traffic more efficiently across the river.

I would urge the Commission's thorough consideration of these proposals and requested cooperation from the Oregon Transportation Commission.

Sincerely,

Sid Morrison

SM:sn

cc: Klabbe
HCoulter cy 12-4-81
Please make periodic evaluation
Question twice semi-annually more than
a couple months on I-5 problem
seems to me to be from Interchanges and
slough bridge, Columbia Blvd etc.
I don't know the traffic
numbers, etc. - I would
still like a periodic look in
case I'm wrong. -
Sid

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Hal Westerg. -
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L.

# Memorandum

U.S. Department of Transportation
**Federal Highway Administration**

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(66)315
(North Channel Superstructure)
Precast Bike Path Details
(Your CON 5 8905)

Date: November 18, 1981

Reply to Attn. of: HBR-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. W. J. Hart, Bridge Engineer

Mr. Hart's letter of November 5, 1981, enclosed Contractor Dwgs. BP-1 - BP-6 for the Precast Bike Path sections. We find these drawings are generally acceptable but lack some detail for actual construction.

Some of our comments are:

The expansion joint in Dwg. BP-2 is unreadable but, assuming it is similar to the expansion joint shown in Dwg. BP-4, we note the downhill slope of the top sliding plate is 1:3. Plans for the South Channel show this plate with a slope of 1:6. Our prints are not too clear but it appears that an extra 1/4" bar is detailed above the second stage concrete (see Section through Expansion Joint).

The post-tension detail indicates 10 kips of load for each strand. Is this correct? Are these sections to be match cast? Vertical alignment control at the joints is considered very important for bicycles. Has the Contractor considered a little more containment reinforcement around the conduit bends just prior to the anchorage plate?

It is assumed that the prestressed strand will be grouted.

For Dale E. Wilken

cc:
OSHD (W J Hart, Br)

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89-2

STATE COPY

10-29-81

cy: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**INTERMEDIATE AND FINAL INSPECTION REPORT**

*(Check appropriate box)* ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | | Multnomah | Oregon |

IN COMPANY WITH
Messrs. Hart, Harwood, OSHD; Cater, FHWA Highway Trainee.

| DATE OF INSPECTION | INSPECTION MADE BY | PROJECT NO. |
|---|---|---|
| 10-29-81 | Original Signed by H. A. Schell H. A. Schell, Division Bridge Engineer | I-205-7(66)315 |

| QUALITY OF WORK* | PROGRESS OF WORK | TIME ELAPSED | WORK COMPLETED |
|---|---|---|---|
| See below | See below | 81 % | 94 % |

COLUMBIA RIVER BRIDGE
(North Channel Superstructure)

This inspection was performed in order to determine the seriousness of the "H" anchor failure in the top deck of Span 11 NB discovered this past week.

Completed Work

All major concrete work is complete except rail. Fixed closures complete except Spans 23 N & SB and 25 SB.

Hinge closure poured Span 14 N & SB and 22 NB and 24 NB. Remainder [illegible] to be poured Span 17 N & SB, Span 20 N & SB, 22 SB, and 24 SB.

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11/27
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Work in Progress

Spans 10-16: Finishing inside overhangs at various locations.

Spans 17-20: Finishing outside overhangs at various locations.

Comments - "H" Anchor Problem

Spans 10 & 11 NB: Small (most less than 2' square) hollow sounding delaminations were found in both spans in the bottom section of the top slab at the inside edges of the box girder and slab intersections. One location (Segment 6 Span 11 NB) was midway between casting joints and measured about 3' square and an "H" anchor failure was found. The bottom delaminated concrete was removed and two "H" anchors had moved 5" and 7" ± since they were initially cast. The initial elongation was about 17" and stress loss was less than 50%. Conduit clearance was found to be 1" (the compression ring should have been 4½±) and this area is where no ties were made between the top and bottom reinforcement mats. These sections were cast April 16, 1980 and stressed about April 23, 1980. The stressing procedure allows for 50% prestressing at 2500 psi, which is obtained in 18 hours and 100 percent

(continued)

stressing at 3500 psi, which is obtained in 48 hours. Diary entries show 50 percent stress on April 22, 1980 and 100 percent stress on April 29, 1980. This appears to be only a local "H" anchor failure.

Other delaminated excavations did not disclose any other "H" anchor failures. Hollow sounds were attributed to conduit voids. All such areas will be epoxy grouted. The "H" anchor failure area will be refilled with concrete. All top and bottom reinforcement mats were tied after discovering the delamination problem earlier in project construction.

Top Slab Delamination

At Pier 13 SB a large section of the top slab delaminated after stressing. Some of the conduits were found displaced up to 2" vertically. Corrective measures were initiated by "stitch bolting" the concrete area just outside the delamination and removing the delaminated concrete to the conduits (up to 5" in some locations" and where the conduit was displaced a minimum amount (less than 3/4") an epoxy was initially placed to seat the conduit either by pouring or installing an epoxy pumping vent. The area was then recast. This correction work was initiated prior to placement of the mid-Span 14 hinge. T. Y. Lin and Ben Gerwick were both consulted in formulating the method of repair.

Pot Bearings at Abutment 27

The workmanship for the pot bearings at Abutment 27 has not been acceptable in some cases. Clearances between the bottom cylinder and top piston have been over 30/1000 in 6 out of 8 bearings and have not contained the neoprene fluid like cushion. Neoprene has squeezed out from several bearings and the Contractor has been asked to correct this problem along with some other flaws. The bearing acceptance was based on a 4½" diameter prototype tested at 25 ton for 10,000–2" movements. No clearance requirements were recorded.

Box Section Distortion at Abutment 27

The box section has distorted in the transverse direction after prestressing. In the southbound structure the outside beam section has lifed 1/8"± from the outside bearings. The Contractor's consultant was quite surprised. The situation will be corrected by steel shims or epoxy grout.

Hatch Door Access in Bike Path

The hatch door in the bicycle path was found inadequate for the design maintenance vehicle which must use this area in emergencies. It will be necessary to redesign this door and the cost for the 17 doors required will be about $16,000. A price agreement will be submitted for this change.

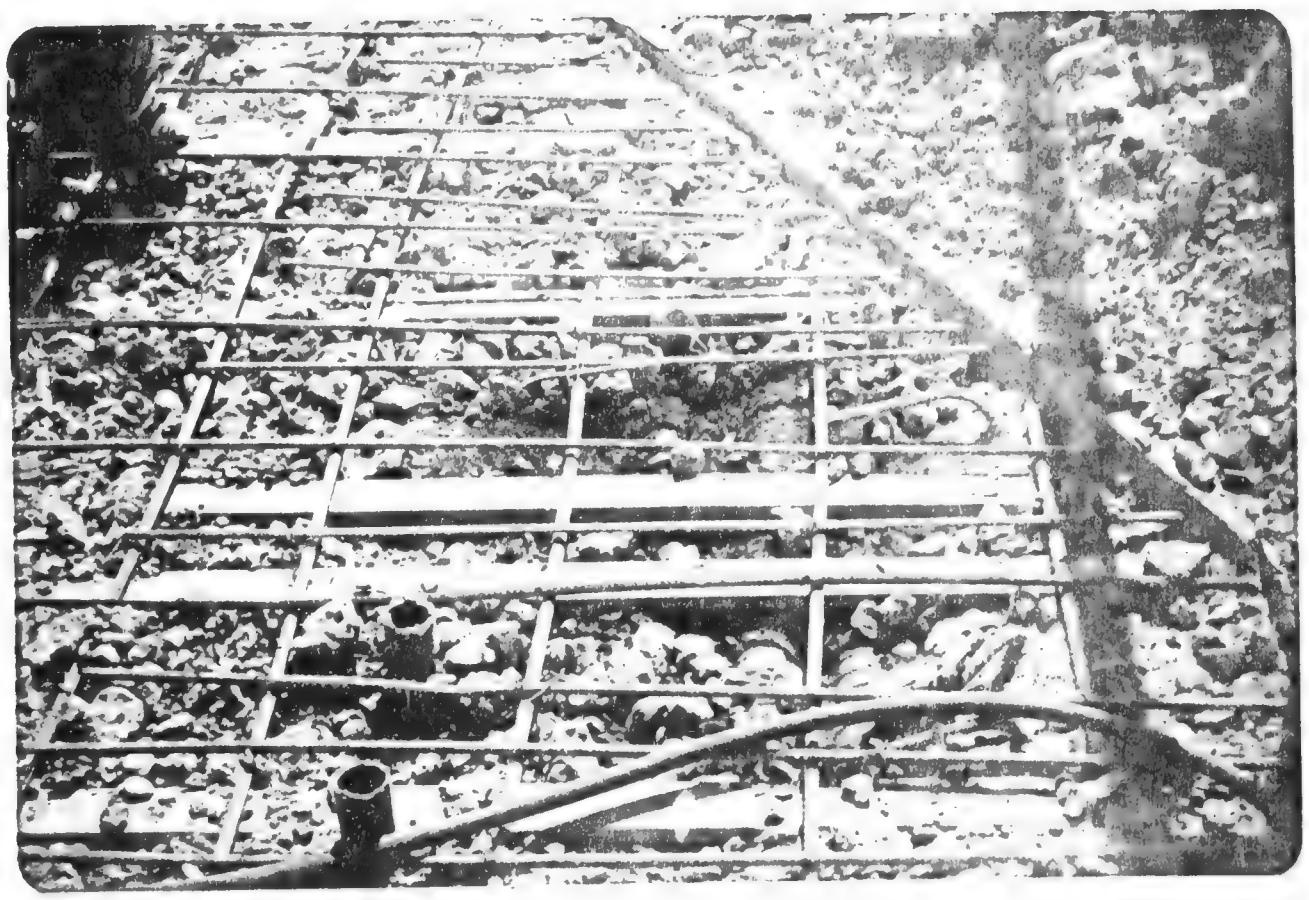
Shaping of the Government Island fill by "others" will make it impractical to place the impact panel on south end of structure. This work will be deleted.

"H" anchor problem area (Segment 6 West Bay Span 11 NB). Stitch bolts to prevent further delineations. Strand 1/2" section about 18"± deep. Using Shinko standard strand (not low relaxation). Lay 7.9".

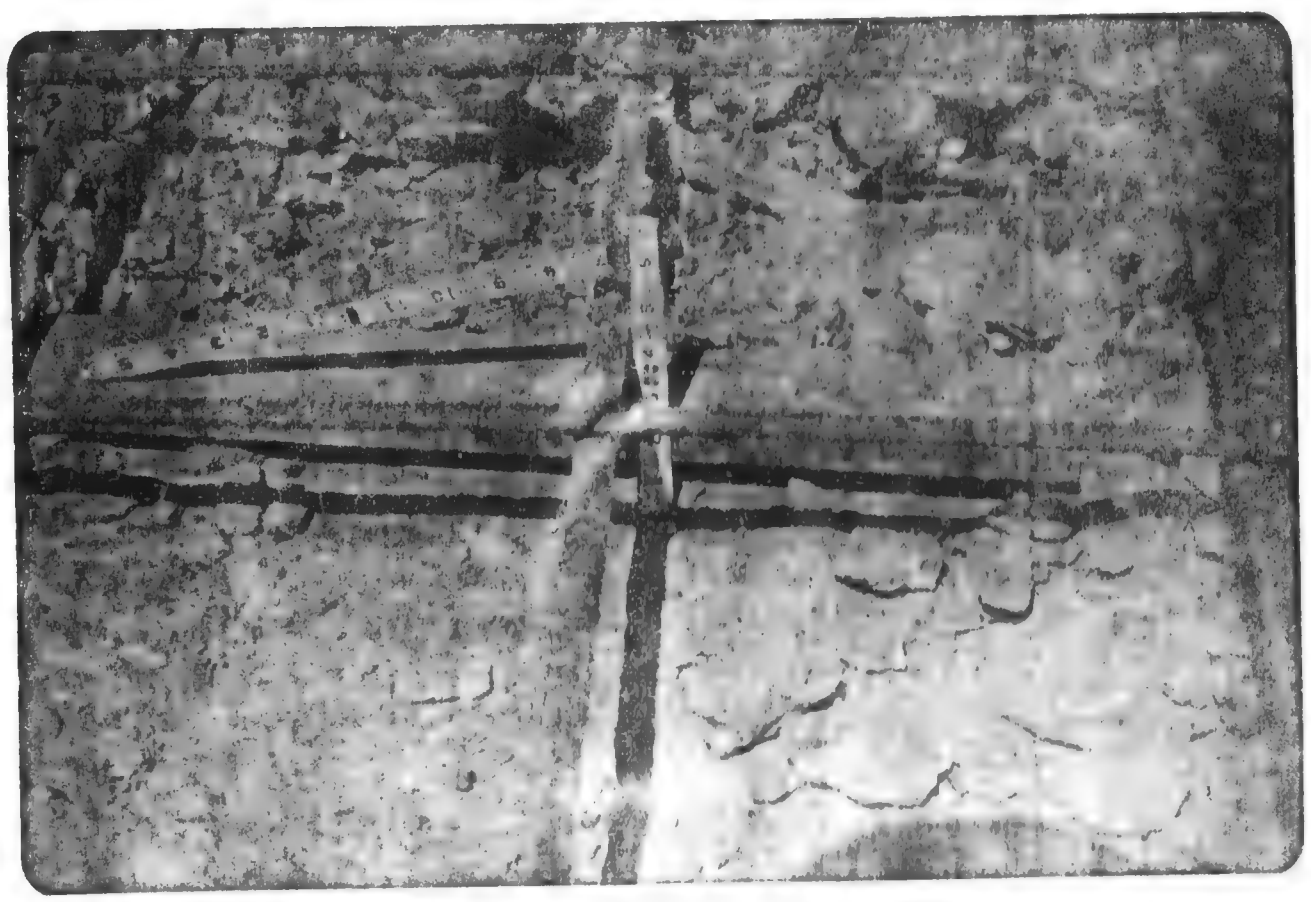
"H" anchor failure measures approximately 7½" to back of "H" anchor hole. Failure is in Tendon 26 west side of center web (11 NB 6W). Tendon 25 on other side of web had about 35% extra elongation (no apparent delamination, however).

Close up "H" anchor. Bend location for concrete bulb development. Cement coating was not found on strands indicating slippage. Elongation was about 5% greater than expected.

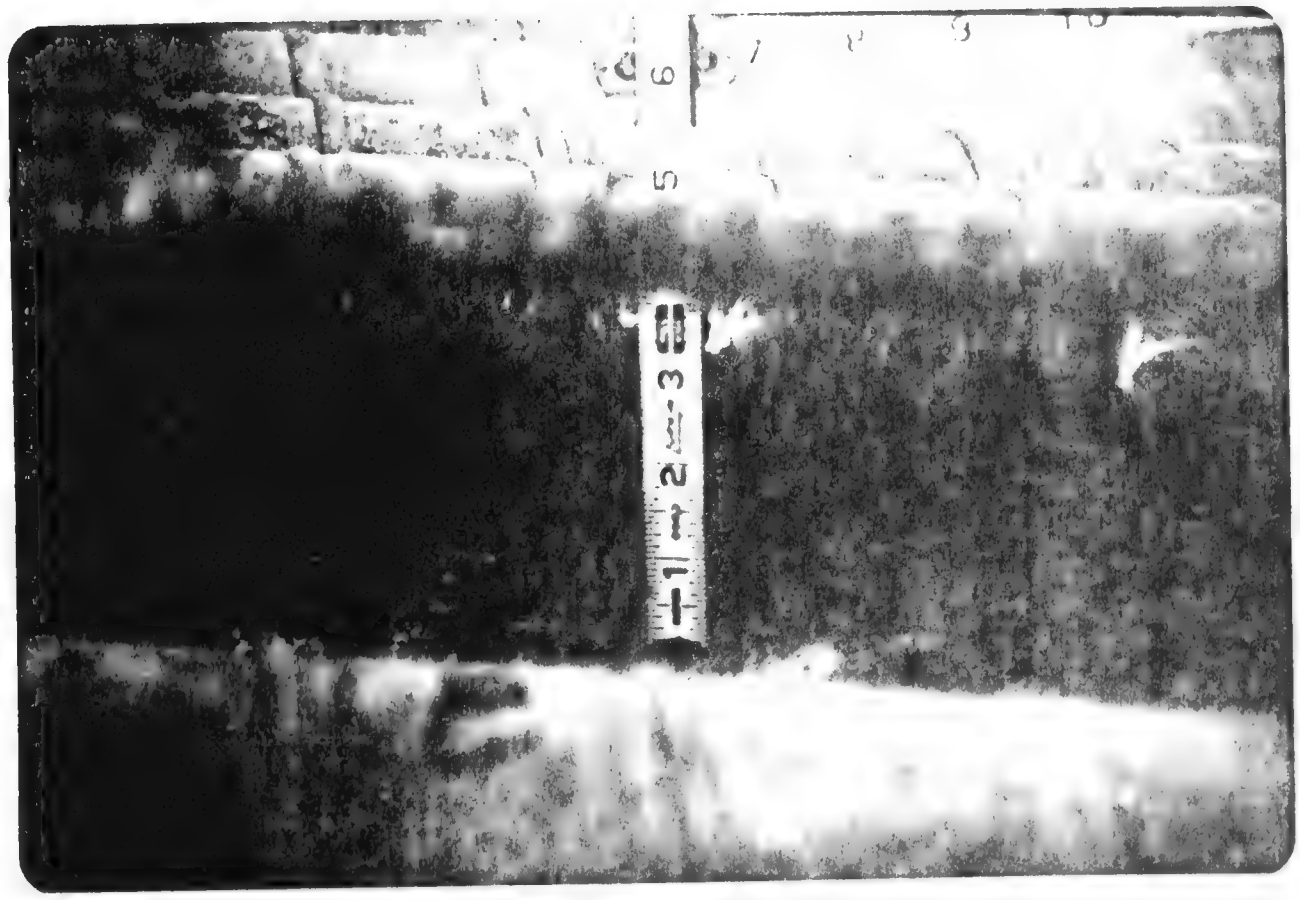
Cracks in deck Pier 13 have been painted.



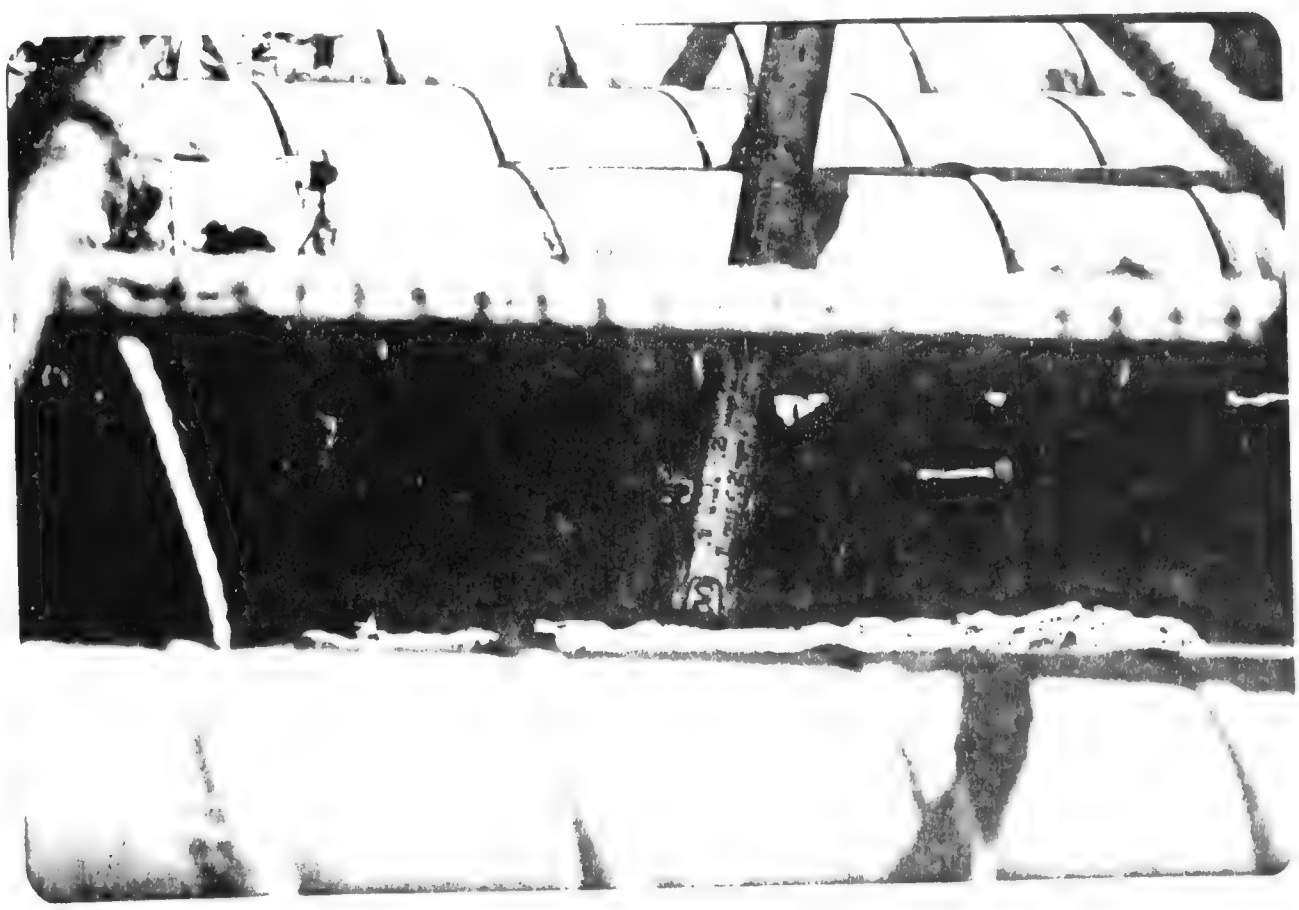
Removal of delaminated concrete underway.

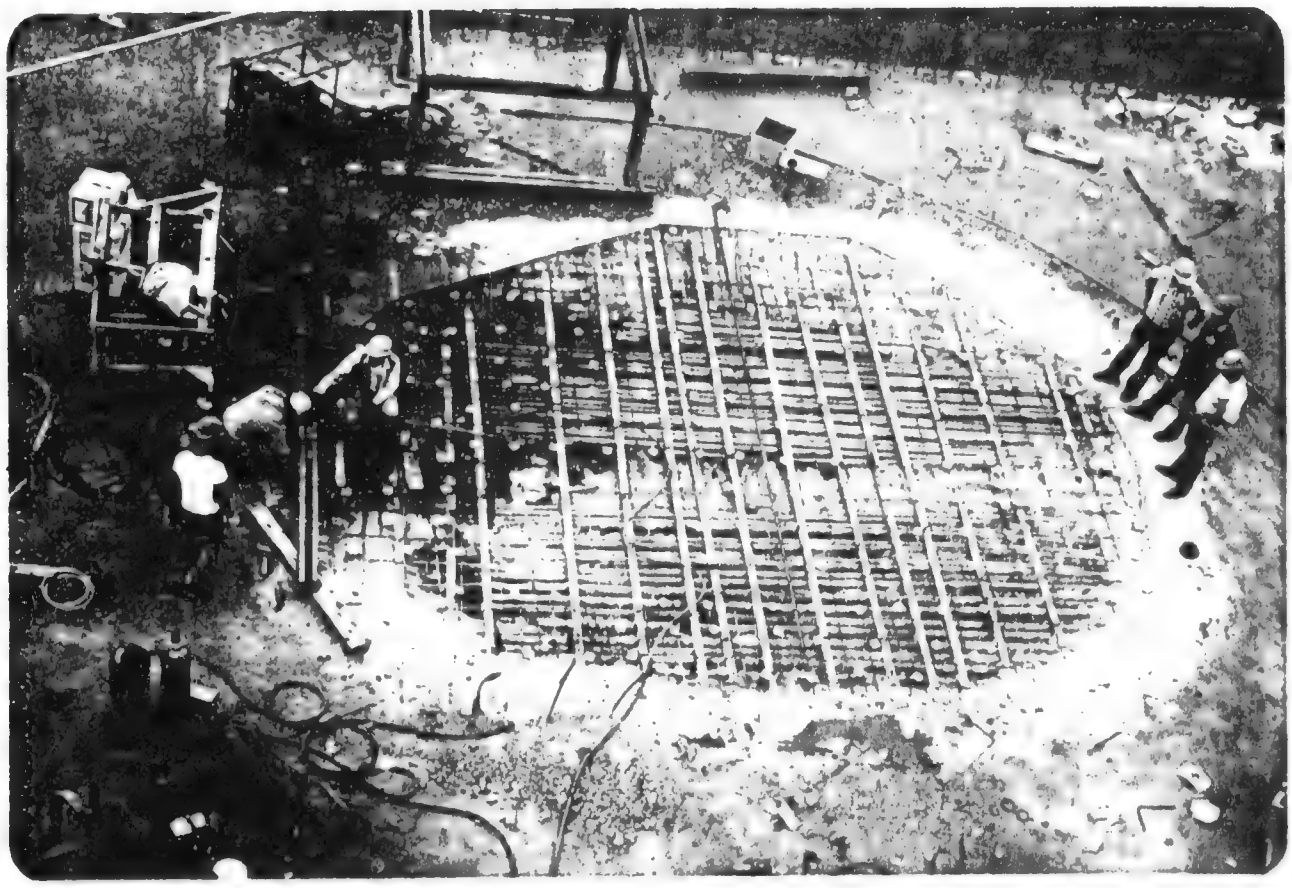


Transverse tendon displaced upward about 1".



Longitudinal tendons displaced upward 2"±.





Delaminated concrete removed and section is ready for concrete placement. Stitch bolts are shown in plac.

Pot bearing. Contractor lifted the structure to correct bearing where neoprene extruded from bearing and fractured teflon seal.

# Memorandum

U.S. Department of Transportation
**Federal Highway Administration**

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-2-5-7(66)315
Precast Bike Path Proposed Section

Date: October 19, 1981

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. W. J. Hart, Bridge Engineer

We have reviewed the Contractor's proposal for the precast bike path section submitted by Mr. Wallace's letter of September 17, 1981. We have the following comments:

1. In bearing areas, hooks or bar extensions should be provided to develop the steel.

2. In expansion plate areas, bars should be extended into the concrete for proper development.

3. Prestress details for cable anchorages and stressing are inadequate.

4. Reinforcement at prestressed anchorages is inadequate.

5. Expansion plates appear excessively large and a longer edge taper would be desirable to reduce the bump to bicycle riders.

Generally we feel the details are incomplete and more detail is needed before approval can be given.

For/ Dale E. Wilken

cc:
OSHD (W J Hart, Br) w/1 set dwg

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STATE HWY ENGR
OCT 20 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

AUG - 4 1981

REFER TO:

HNG-10

Mr. Timothy A. Smith-Rolfe
7321 Northeast 13th Avenue, F-4
Vancouver, Washington 98665

Dear Mr. Smith-Rolfe:

This is in further reply to your June 25 letter to the President regarding I-205 and the Columbia River crossing between Vancouver, Washington, and Portland, Oregon. You were concerned that the Administration's budgetary policies would delay construction of this route. Your letter was acknowledged on July 27 by Secretary of Transportation Drew Lewis.

According to our records, I-205 in the State of Washington is open to traffic as far as State Route 14 near the Washington/Oregon State line. Our field office in Oregon has advised us that the Oregon Department of Transportation (Oregon DOT) considers I-205 its top priority Interstate project. The work is proceeding and the opening of an operable I-205 is not being delayed by current Federal fiscal policies. Work on the Columbia River crossing is also underway and we do not expect it to be delayed by Federal funding restraints. You may want to contact officials of the Oregon DOT, who are responsible for planning, designing, and constructing Interstate projects in the State. They could discuss their schedule for the remaining I-205 work. The address is State Transportation Building, Room 135, Salem, Oregon 97310.

We appreciate your support of this Interstate construction. I will provide copies of this correspondence through our field representatives to officials of the Oregon and Washington State Departments of Transportation so they will be aware of your support for this project. Thank you for writing.

Sincerely yours,

Original Signed by
C. L. Shufflebarger

for F. J. Geiser, Jr.
Chief, Federal-Aid Division

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AUG 13 '81
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FOR
Info | Invest | R/D | D/R | Sign | Act | File

DC
DOT

FHWA

7321 N.E. 13th Ave., F-4
Vancouver, Washington 98665
25 June 1981

U.S. DEPT OF TRANSPORTATION
1981 JUL 23 PM 4:41
OFFICE OF THE SECRETARY OF TRANSPORTATION
EXECUTIVE SECRETARIAT

President Ronald Reagan
The White House
1600 Penn. Ave.
Washington D.C. 20013

Dear Mr. President:

There is a serious problem in our defense highway system on the West Coast; the single bridge across the Columbia River at Vancouver, Washington and Portland, Oregon.

I-5, which supports over 80% of the North-South traffic on the West Coast, is a very important part of our defense system. If the bridge at the Columbia River were to be damaged or unable to support the traffic from some other cause, the two nearest bridges are at Longview, Washington, some 40 miles North, and Bonneville, Oregon, 38 miles East.

There is at present, a new bridge and by-pass under construction 5 miles East of the present structure which will be slowed due to your proposed economic cutbacks. Today at about 2PM, a cattle truck turned over on the Northbound lane of I-5 on the Southern side of Portland and stopped traffic in that lane for almost three hours. The Southbound lane was slowed to 5 miles an hour speeds and backed up traffic to central Vancouver. This is a common occurrance which could affect our defense capabilities in this area.

I, and I'm sure that the other residents of this area, would appreciate your review of this matter.

Sincerely,

Timothy A. Smith-Rolfe

8105

# STATE COPY

L.

cys:
OSHD (H S Coulter)
FHWA Wash DC (W Podolny HNG-32)
FHWA Reg 10 (G Kasza HST-010)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-14-8

## INSPECTION REPORT

| REGION NO. | REPORT ON | DIVISION |
|---|---|---|
| 10 | Columbia River Superstructure | Oregon |
| **DATE OF INSPECTION** | **INSPECTION MADE BY** | **PROJECT NO.** |
| 7-14-81 | H. A. Schell, Division Bridge Engineer | I-205-7(66)315 |
| **IN COMPANY WITH** | Walt Hart, Al Harwood, John Howard, OSHD | |

**REMARKS**

On July 15, when the stressing was just completed for the East Bay of Span 26 NB (Unit B6), cracking and eventual crushing was experienced in the bottom slab and along the edges of the prestressed concrete blister. This inspection was made to review the extent of the damage.

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cy
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Completed Work: 83% Time: 72%

Closure pour made in Span 25 NB and Span 26 NB.

Hinge pour not made in Span 24NB.

Bottom slab crushing Span 26 NB.

Column extensions - complete.

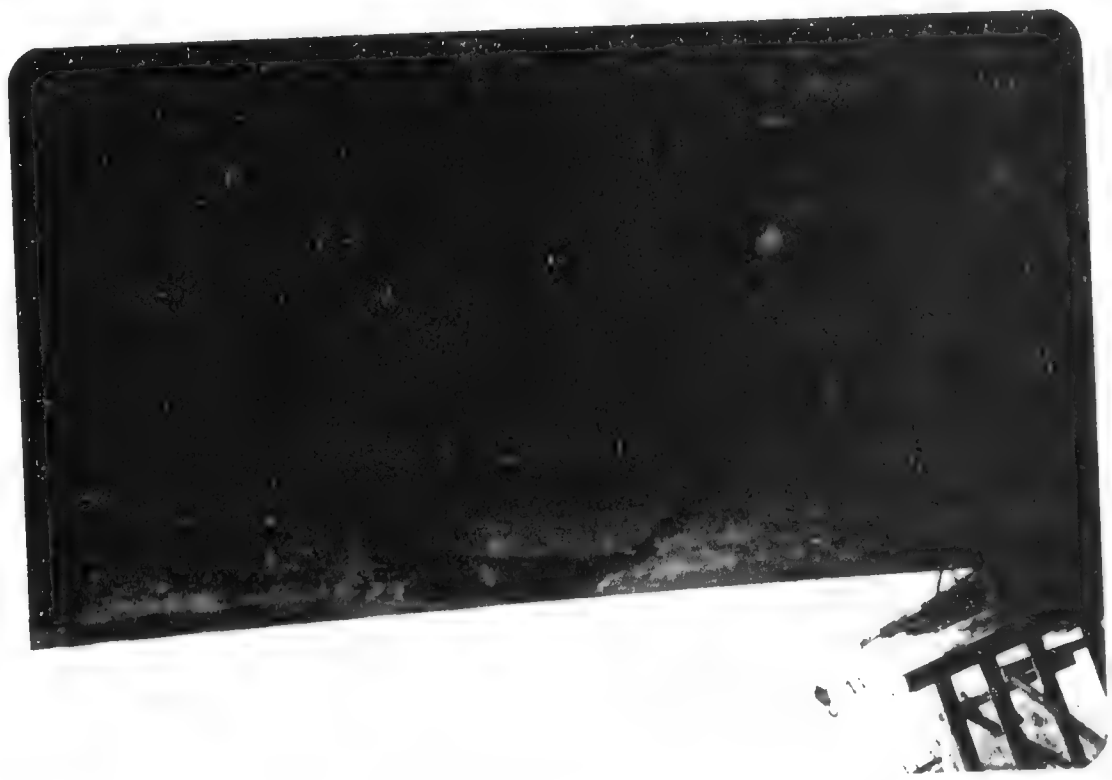
Precast segments - complete (502 of 592).

The precast segments involved in this section are 12' long and 12' deep. The bottom slab is 8½" thick and the 3 webs are on 22'-10" centers. The bottom slab "blister" section that failed by crushing and shear is 69'-9" from the abutment and in the outside bay. There are 8 ducts at about one foot centers involved in this section. The stressing of all units places the maximum compressive force in the bottom slab in this span. Ducts are 2-5/8" diameter and have experienced some minor alignment problems. Normally plans require 9 - 0.6" diameter strands in each duct and this is impractical. The contractor has changed to 12 - 0.5" diameter strands and is using some of the temporary rods to make up the required stress. The 12 strands must have near perfect alignment to thread through the precast section. The joint between B6 and B7 was not perfect and about 10 ducts were corrected at the joint and the area grouted prior to stressing.

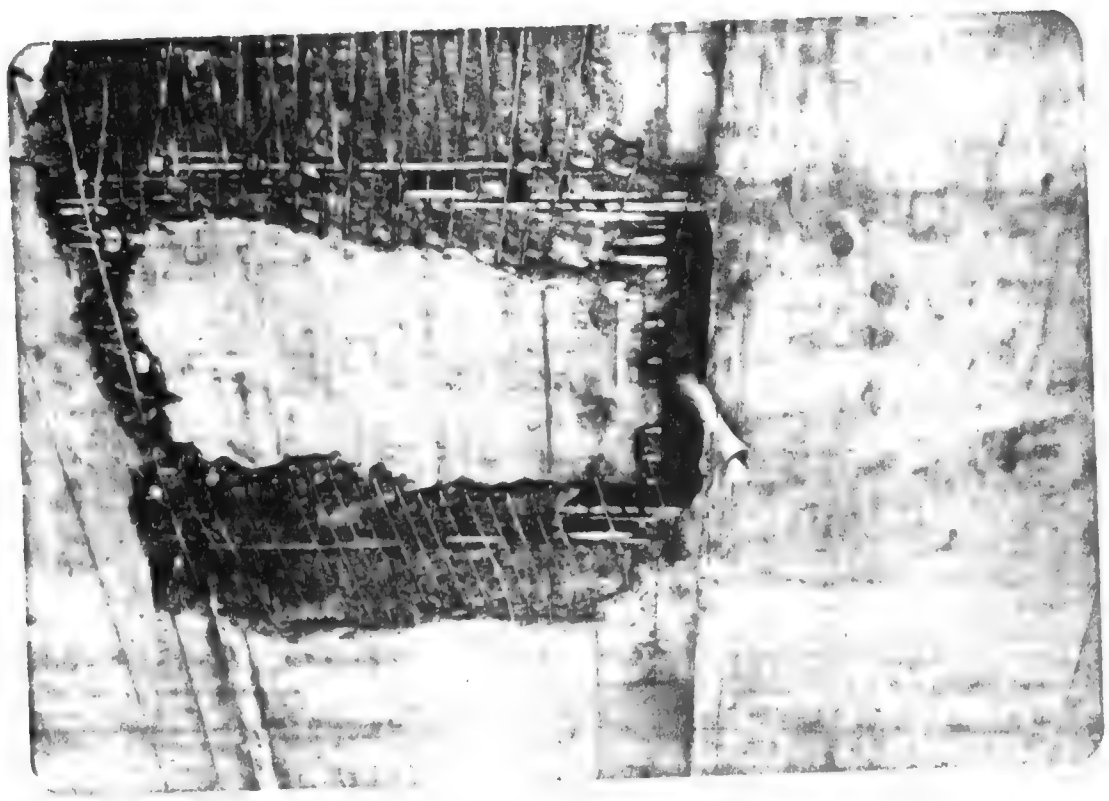
Stressing caused crushing of Segment B6 onto B7 and some delamination and fracture in B7. The block of 8 ducts in B6 separated about 12" from B5. Shear failure occurred in the outside edge of the 9' section. Transverse bottom slab reinforcing steel (at about 6" centers) was bent on the edges of the failed section. The contractor has detensioned on the 5 ducts in B5.

Corrective procedure will be to remove all fractured concrete and strand. The new section will be about 20" thick tied into the adjacent webs with dowel bars. The strand will then be rethreaded and all detensioned ducts retensioned along with the eight newly installed ducts.

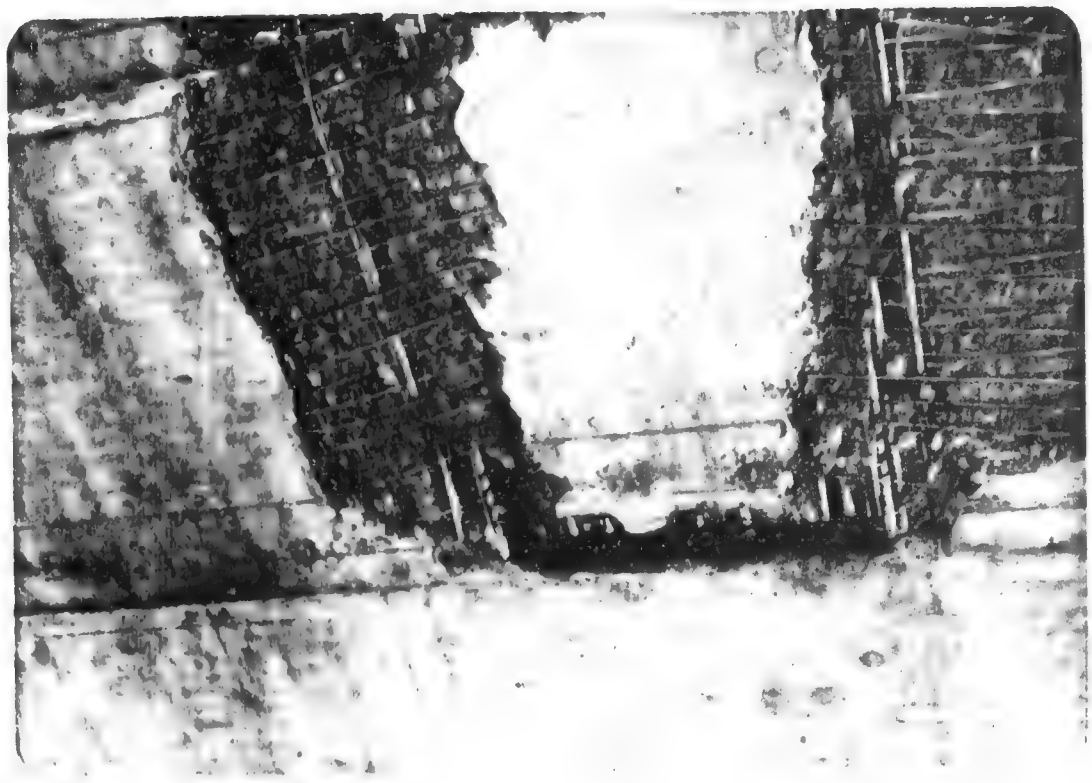
The contractor's consultant, T. Y. Lin & Associates, was on the job and proposed the correction.



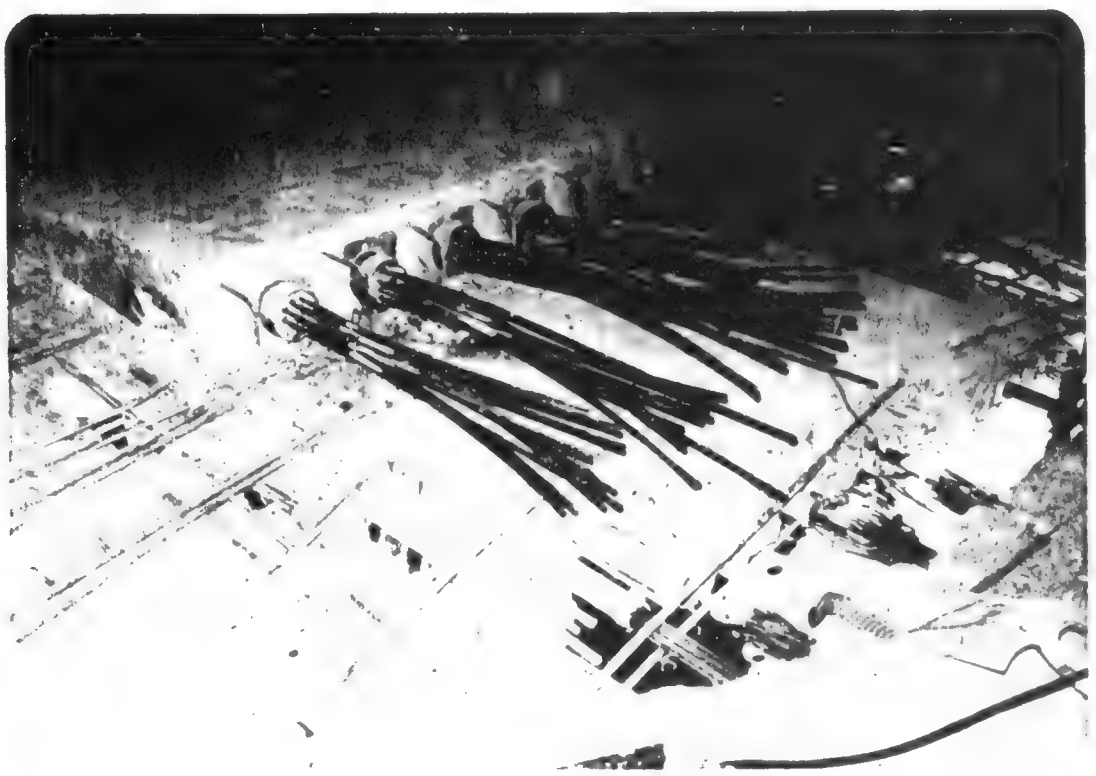
1. Bottom slab view of prestressing failure - Unit B6.



2. Bottom slab view size of movement (12"±).



3. Slab sheared on sides of blister.



4. Inside view of blister and separation.

5. Close-up view of separation strands cut in Unit 5 in area of failure.

6. Crush at South end of Seqment 6 into Seqment 7.

7. Separation and shear plan East end of blister.

8. Movement in blister area on West edge.

# Closing the gap

nterstate 205 Bridge [illegible] is nothing but a series of protruding from the Col[illegible] River, is lookin[illegible] more bridge every d[illegible] This from the Wash[illegible] shows a section just of[illegible] of Government Island where workers are lifting concrete roadway sections about 90 feet into place. At the tallest sections, just off the Washington shore, movable concrete forms are used to cast section in place until they meet sections reach[illegible] on adjacent piers [illegible] $175 million bridge [illegible] in late 1983.

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STATE HWY ENGR
Jun 1 '81
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FOR
Info | Invest | R/D | D/R | Sign | Act | File

STATE COPY

840-2

cy: State (H S Coulter) 5-22-81

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**INTERMEDIATE AND FINAL INSPECTION REPORT**

*(Check appropriate box)* ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 11 | Multnomah & Clark | Oregon |

IN COMPANY WITH
Al Harwood, John Howard, Walt Hart, ODOT; Stan Gordon, Frank Sears, FHWA

| DATE OF INSPECTION | INSPECTION MADE BY | PROJECT NO. |
|---|---|---|
| 5/20 & 5/22/81 | H. A. Schell, Division Bridge Engineer | I-205-7(66)315 |

| QUALITY OF WORK* | PROGRESS OF WORK | TIME ELAPSED | WORK COMPLETED |
|---|---|---|---|
| Satisfactory | Satisfactory | 62 % | 75 % |

COLUMBIA RIVER BRIDGE
(N. Channel Superstructure)

This inspection was performed with various people from our Washington Office and other AASHTO State Bridge Committee people who were attending the AASHTO Bridge Committee meeting in Portland.

1. Completed Work

Northbound Structure

| | |
|---|---|
| Spans 11-13 | Complete |
| 14 | Complete except for mid-span hinge |
| 15N | Cantilever complete |
| Pier 16 | Column poured |
| 18-19 | Pier table complete |
| Span 19S & 20N | 1/2 of segments erected |
| 20S & 26 | Complete except mid-span connections |

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Southbound Structure

| | |
|---|---|
| Span 11 (Pier 11) | 5 segments are in place |
| 11N & 12S | All segmental cantilever sections are in place |
| Pier 13 | Pier table complete and form traveler in place and 2 segments poured |
| Span 13S & 15N | Complete except for mid-span hinge in span 14 |
| Pier 16 | Column complete and the bottom slab of the pier table is complete |

(continued)

| | | |
|---|---|---|
| | Pier 18 | Pier table deck slab poured |
| | Pier 19 | Pier table complete |
| | Pier 20 | About 1/2 of segments erected |
| | Span 20S-26 | Complete except mid-span connections |
| Precast segments | - | About 407 of 595 segments are cast |

2. Work in Progress

| | |
|---|---|
| Pier 11 SB | North cantilever - Pouring a segment<br>South cantilever - Finishing up with form placement |
| Pier 16 SB | Completing the forming for top slab of pier table |
| Pier 13 SB | North cantilever - Pouring one segment |
| Pier 20 | Erecting precast segments |

3. Comments

Housekeeping: The general condition of the project, particularly the deck, shows much concrete cement grout and oil spillage that will need to be cleaned prior to acceptance and overlay work. It would appear that a little cleanup is in order.

Span 14 Hinge: The end cantilever segments in span 14 SB have about a 3" differential in vertical alignment. State forces, along with the contractor, are studying the mid-span hinge and the forces necessary to correct or minimize this variation.

Delaminated Areas: Some delaminated deck areas mentioned in the previous report have been stitch-bolted in preparation for epozy grouting. It is hoped that this will correct the deficiency. The contractor is now grouting the conduits immediately behind the stressing operation and placing "hairpin" re-steel connections at 18" centers between the top and bottom mats of steel and adjusting the prestressing duct alignment into a smoother curve. These corrections seem to have eliminated any more deck delaminations. To date 12 locations have shown delaminations both in the interior and overhang sections of the deck.

8905

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #8905

DATE: May 8, 1981

TO: Allan C. Harwood
Project Engineer

FROM: C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Proposed Parapet Rail Slipforming
Columbia River Bridge
North Channel Superstructure
Contract No. 8905

In response to your most recent letter (April 27, 1981) concerning the contractor's request to slipform the parapet rails on the subject project, I contacted the New York D.O.T. by telephone on May 5 and discussed their experience in this area.

I talked with Mr. Bob Kamp of their Bridge Section, and he indicated that they were satisfied with the results of the slipforming of parapet rails. Their alignment and grade tolerances are similar to ours, and no real problems were encountered. Mr. Kamp did say that they had experienced some problems with random contraction cracking with the contraction joints spaced at 10 ft. or greater and recommended reducing the spacing to approximately 5 to 7 ft.

I understand that some modification of our standard reinforcement would be required, and this should be reviewed with Walt Hart. Also, some modification of the specifications regarding removal of forms and curing would apparently be required.

If the contractor wishes to proceed with his proposal, please work out the necessary changes and prepare a price agreement to cover the contract modifications.

Our concern is that we want to receive a product that is equal to or better than that currently specified.

CTK:fr

cc: Walt Hart
Ed Hardt
E. S. Hunter

RECEIVED
TECHNICAL SERVICES
MAY 11 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Apl | File

1905

March 18, 1981

Mr. F. O. Henrichsen
District Construction Engineer
Washington Department of Transportation
P.O. Box 1717
Vancouver, WA 98668

AGR

MISC. CONTRACTS and
AGREEMENTS No. 3835

Dear Mr. Henrichsen:

Attached for your records is a fully executed copy of Supplement No. 3 to Agreement GC-4821 covering the method of handling contractor claims on the I-205 Bridge contracts involving both States.

We have retained a fully executed copy of this Supplement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fbm

Att.

bc Al Harwood (agree. att.)
Don Harwell (agree. att.)

JOHN SPELLMAN
Governor

STATE OF WASHINGTON

DEPARTMENT OF TRANSPORTATION

*Office of District Administrator • 4200 Main Street, P.O. Box 1717 • Vancouver, Washington 98668*

23 February 1981

RECEIVED
OREGON STATE HIGHWAY DEPT.
FEB 25 1981

Mr. Allan Harwood, Proj. Engr.
Oregon Department of Transportation
1919 N. W. Thurman
Portland, OR 97209

Oregon Contract 8256
I-205, Columbia River Bridge
Agreement GC-4821
Supplement No. 3

Dear Mr. Harwood:

We are returning herewith for further processing and execution by the appropriate officials of your agency, two originals of the above-referenced supplement, both of which have been signed by our Assistant Attorney General, Mr. Bill Boland, and by Washington Department of Transportation, Secretary of Transportation William A. Bulley.

Our headquarters office took the liberty of retyping the original documents as transmitted by your office, however, the only change made involves a phrase added by Mr. Boland in the second paragraph under "WITNESSETH" so that it now reads ".....additional compensation arising out of construction costs which generated the claim".

Please return one fully executed original of this supplement to this office at your earliest convenience.

Yours very truly,

R. L. CARROLL, P.E.
District Administrator

By: P. C. HENRICHSEN, P.E.
District Construction Engineer

RLC:m
PCH
Encls.
c.c. - T.G.Gray/D.Coates

8905

STATE COPY

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-4-81

# INSPECTION REPORT

| REGION NO. | REPORT ON | DIVISION |
|---|---|---|
| 10 | Columbia River Bridge Superstructure | Oregon |
| **DATE OF INSPECTION** | **INSPECTION MADE BY** | **PROJECT NO.** |
| 3-4-81 | H. A. Schell, Division Bridge Engineer | I-205-7(66)315 |

Original Signed by H. A. Schell Division Bridge Engr.

**IN COMPANY WITH** Messrs. Gerwick, Botts, Consultants; Messrs. Rabb, Hart, Harwood, and Harwood, OSHD; J. Garren, FHWA.

**REMARKS**

The project was inspected with the Consultants and State people. Concerns were top slab delamination, condition of a dropped segment, and precast cantilever alignment.

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MAR 13 '81
REFER TO Kasley
FOR
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Completed Work

Span 10 NB - poured out & connected
Span 11 NB - poured out & connected
Span 12 NB - poured out but not connected
Span 13 NB - poured & connected
Span 14 NB - poured out but not connected
Span 15 NB - cantilever is in place from N
Span 12 SB - cantilever poured out from Pier 12
Span 13 SB from Pier 14 - 13 segments are poured
Span 14 SB from Pier 15 - poured out but not connected
Spans 23-26 N & SB - complete except closure pours
Pier 11 SB - Pier table done
Pier 13 SB - Pier table done except for top slab pour
Pier 19 n/S - One column complete
Pier 20 - Column poured out
Pier 21 NB - Pier table poured
Pier 21 SB - Forms were in place for pier table
Pier 22 - Pier table poured out

Casting Work

284 of 592 segments have been cast.
During this past week, casting yard was able to cast 10 segments.

Slab Delamination

In three areas (Piers 12 & 13 cantilevers) in the NB bridge some top slab delamination and duct collapse have been observed on the underside of the deck (about 6" down from top of 10" slab). The areas are small (from 2 sq. ft. to about 40 sq. ft.) in comparison to the total deck cast. Two sections occur where many longitudinal ducts are present. A review of the deck slab and the transverse and longitudinal duct arrangement end up with a 9/16" overlap. This conflict in the cast-in-place deck section was not detected in the initial plan review. The slab delamination and duct collapse seems to be more critical where there are many longitudinal ducts close to the pier.

(continued)

There are so many ducts and reinforcement it is probable that concrete might not be flowing completely around these sections. The longitudinal prestressing ducts have collapsed in some cases in the ungrouted ducts, particularly where the duct angle changes. All future work will have the ducts grouted as soon as possible after stressing to prevent this collapse. After the delamination occurred, grouting was attempted and there has been some evidence of grout leaking into the delaminated area. The delaminated and cracked concrete will be pressure-epoxy grouted. It is expected that some force will be applied on the deck underside to prevent the spread of the delamination and provide a stable surface for the epoxy grout to "push" against under pressure.

The Contractor has now installed at the State's request "hair pins" to connect the top and bottom slab steel mats to insure they will react together. The #4 reinforcing steel hair pins are at 18" centers allowing no more than 4 ducts without the hair pin ties. This should activate both top and bottom mats of reinforcing steel and hopefully eliminate any future delamination.

The delamination (down about 9" from top of the 10" slab) in the Pier 13 cantilever occurs in an area where no ducts are placed. This delamination might have occurred for some reason other than stressing and the duct conflict. The State and Contractor will check this and the other delaminations with ultrasound. This will be done before and after delamination grouting. (An infrared scanner was also tried but it was not too successful.) The delaminations are found most successfully with a 4# hammer.

Dropped Segment

Segment Span 15 NB 11 was being erected when the inside lifting cable slipped off the pulley and broke. The section was just being readied for epoxy joint coating just prior to final installation. The Dywidag bars were partially tightened when the inside cable broke and the segment fell back several inches onto the bars. The adjacent segment 15 NB 10 had about 6' of spalling where the inside temporary rods were anchored in the top slab and the "dropped" section had about 3' of spalling in the lower slab bar anchor location. There was no damage to the permanent prestressing but some fracture damage occurred in the inside overhang. The corrective measures were to cast an extra thick overhang section. The entire box girder segment was then bolted up and prestress strand tightened and work proceeded. The remaining minor spall around the rods will be repaired at a later date.

(continued)

Precast Segment Twist

In Spans 23, 24, 25 & 26 some twist has been recorded in the precast cantilever sections. The maximum variation between one gutter and the other is about 3". There is an 8' section at midspan that remains to be cast-in-place connecting adjacent cantilevers. The Contractor has considered a turnbuckel rod. The State reviewer said the force needed to completely correct the variation is too large and should not be attempted. The final correction is still being studied.

Some alignment correction was attempted with shims (the stainless steel expanded metal type). The shim was place 1" from concrete edges and occupied about 5% of the surface area around the temporary rods. The shim which was 1/8" thick and placed at a temporary concrete stress of 1000 psi did not seem to be effective. The Contractor was required to wait 48 hours before the epoxy cured. This was because of the cold weather.

cc:
FHWA Washington, D.C. (Walter Podolny, HNG-32)
FHWA Region 10 (Gary Kasza, HST-010)
OSHD (C T Keasey, Const)

STATE COPY

#8705

12-8-80

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**INTERMEDIATE AND FINAL INSPECTION REPORT**

*(Check appropriate box)* ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | | Multnomah | Oregon |

IN COMPANY WITH: Al Harwood, OSHD, and Glenn Hossner, FHWA

| DATE OF INSPECTION | INSPECTION MADE BY | PROJECT NO. |
|---|---|---|
| 12-8-80 | H. A. Schell, Division Bridge Engineer | I-205-7(66)315 |

| QUALITY OF WORK* | PROGRESS OF WORK | TIME ELAPSED | WORK COMPLETED |
|---|---|---|---|
| Satisfactory | Satisfactory* | 51 % | 53 % |

RECEIVED
STATE HWY ENGR
DEC 30'80

REFER TO

FOR

Info | Inves | R/D | D/R | Sign | Act | File

12/8

COLUMBIA RIVER BRIDGE
(NORTH CHANNEL SUPERSTRUCTURE)
East Portland Freeway

NOTED
H.S.COULTER

The project was inspected because two workmen were killed when a pier tower crane collapsed December 2, 1980.

The tower crane at Pier 15 services the construction at this pier table and is critical to the work. The crane collapsed at about 5:30 P.M. Tuesday evening in a southeast wind while lifting a workman/passenger. It collapsed northward into the river over a moored work barge. The crane operator and the workman/passenger were killed. The crane is an electric "whirly" type with a single tower which is supported on rolled beams placed between the pier columns located about 95 feet apart. The total tower height is about 200± feet above the water surface.

After the accident the project was shut down by the contractor while a search was made for the workman/passenger body and removal of the operator's body from the crane cab. The contractor placed the crane and beams on a barge for review and investigation. The Oregon Workers' Compensation Department, the Accident Prevention Division, are conducting the investigation. To date the reason for the accident has not been determined.

Work on the project resumed today.

Job Status

Pier 11 NB, Span 10, closure complete; removal of falsework in progress.

Pier 12 NB cantilevers complete and closed with 11. The SB cantilevers have 4 segments poured on each heading.

Pier 13 NB cantilevers have six segments on north heading and seven segment

(continued)

on south heading. The southbound pier table bottom slab and web walls are poured.

Pier 14 NB and SB all precast segments are erected.

Pier 15 NB pier table poured; forming of the deck slab in progress on the southbound.

Pier 16 NB and SB columns are in process of being extended.

Pier 19 NB column is poured; SB column is being extended.

Pier 21 NB and SB pier table construction is in progress.

Pier 22 NB and SB pier tables are complete.

Pier 23-26 all cantilevers are erected.

Abutment 27 forming and placing rebar.

Precast yard shutdown until mid-January.

CON 5
8905

November 28, 1980

Mr. A. C. Harwood
Columbia River Projects Engineer

Walter J. Hart
Bridge Engineer

NOTED
E. S. HUNTER

Columbia River Bridge
(North Channel Superstructure)
I-205 Contract 8905

The overall performance of the contractor on the North Channel Superstructure continues to be a concern. The concerted effort by your office for improvement seems to go unheeded by the contractor. The advent of the difficult working conditions of winter increase the potential for the generally less then satisfactory work by Groves to deteriorate even further. I think it is appropriate, therefore to reiterate those areas of concern.

Item 1 - Grouting of post-tensioned tendons.

The grouting has lagged unreasonably behind the installation and stressing of the tendons. Tendons in place over six months have not been grouted. The contractor's efforts to seal the ducts against the intrusion of water has been half-hearted. We do not want a repeat of the frozen ducts of the past winter. The sampling of tendons which have been in place for an extended period of time do not show any signs of corrosion. The potential exists nevertheless.

The grouting of the vertical loop tendons has not been satisfactory though it does appear to be improving. The contractor should have had a tried and tested procedure before he started this important operation.

The overall performance of the grouting work is simply below the generally acceptable standards of good practice.

Item 2 - Matching of precast units.

The poor fit between precast units provides perhaps the most graphic evidence of the contractor's lack of concern for reasonable quality control. There have been too many instances of poor tendon alignment where concrete has had to be removed to install the longitudinal strands.

The principal cause of the problems with the precast units appears to

be a lack of care taken in duct placement, form alignment and segment handling and storage. The contractor's emphasis on production is overriding a reasonable concern for his quality control responsibilities. The results of the finished alignment being experienced will certainly limit our options on the future overlay.

Item 3 - Damaged post-tensioning tendons and other reinforcing bars.

There have been several instances where strands have been damaged by careless workers while attempting to clear blocked ducts, cutting holes through slabs, and removing bulkheads restricted by dowels. The need for this type of operation could be reduced with exercise of reasonable care.

The form traveler has damaged protruding transverse tendon strand when being launched for the next segment. This type of problem could be eliminated if the contractor would be more careful about horizontal alignment when advancing the traveler.

Item 4 - Inadequate field supervision by the contractor.

There appears to be a lack of sufficient competent contractor supervisory personnel to cover the many places where work is being done. The results have been several instances of damage to the structure. As an example the adjusting of the form traveler elevations while rigidly attached to the completed work has cracked the bottom slab on more then one occasion. The form traveler has been started forward before the post-tensioning sequence was completed. This type of error should not happen.

Item 5 - Inadequate preparation

In his haste to place concrete the contractor appears to be working ahead of his ability to control the work. Pours are routinely started before the preparatory work is completed. On one recent pour it was observed that reinforcing steel was still being placed, ducts, blockouts, and anchorages being placed and bulkheads being constructed all while concrete was being delivered to the forms. A meaningful check on the work is impossible under these conditions. There have been two recent local failures at Pier 14 which were the results of poor duct alignment and reinforcing omissions. There have been a number of instances where rock

pockets and tendon failure has resulted from poor duct placement. These appear t o be simply cases of the contractor pushing the work at a rate beyond his ability to supervise.

Item 6 - Lack of coordination with subcontractor.

The lack of cooperation between Groves and his principal subcontractor VSL would appear to be a contributing factor to many of the problems being experienced. Groves often provides poor access, inadequate lighting, and cluttered, unsafe work areas. The conditions also affect the State's ability to inspect the work. VSL's grout tubes and strand have been cut or broken, the result of careless workmanship. Anchorage blockouts which should be filled by Groves are done halfway by VSL then left uncompleted. There have been a number of false starts and failures in the grouting operation.

VSL, for their part, have not planned or tested their procedures nor have they provided sufficient manpower and equipment to keep up with Groves' production rate.

Item 7 - Redesign of hinges.

The redesign of the hinge details was a concern we expressed when the "Value Engineering" redesign was first proposed. The design submittals to date have not been totally responsive to our concerns. The contractor needs to give greater personal involvement to resolution of this issue.

In summary, although much acceptable work has been done, there continues to be sufficient deficiencies in Groves' operation to be a concern. Those concerns seem to come down to two basic items. 1. The contractor's production rate is simply accelerated beyond his ability to manage or his workman to perform generally satisfactory work. 2. The lack of coordination between Groves and VSL is a root cause of many of the problems being experienced. We feel that Groves needs to acknowledge these problems and strive for improvements if we are to complete the project in a manner satisfactory to all.

WJH: smd

NEWS OREGON DEPARTMENT OF TRANSPO

Season's Greetings

VOL. 5, NO. 12 104 STATE TRANSPORTATION BUILDING, SALEM 97310

# Work progresses on I-205

Construction on the Glenn L. Jackson (I-205 Columbia River) Bridge east of Portland is progressing on schedule, according to Al Harwood, projects engineer for the Highway Division.

The bridge was named after the former chairman of the Oregon state Highway and Transportation Commissions. Estimated cost of the project is $175 million. Construction is being done under five separate contracts, with a completion date set for late 1982. Work under the first contract, the North Channel substructure and embankment on Government Island, has been completed.

The Washington Highway Division awarded the contract and is supervising work on the second contract, the Washington approach, where work is about 75 percent complete.

### Unique construction

The North Channel superstructure, the third contract, is taking shape and attracting attention of passing motorists. Viewers can see the constructed bridge decks extending out from the Washington shore and Government Island. Work is about one-third finished, with the connection to the Washington approach from the north shore already completed.

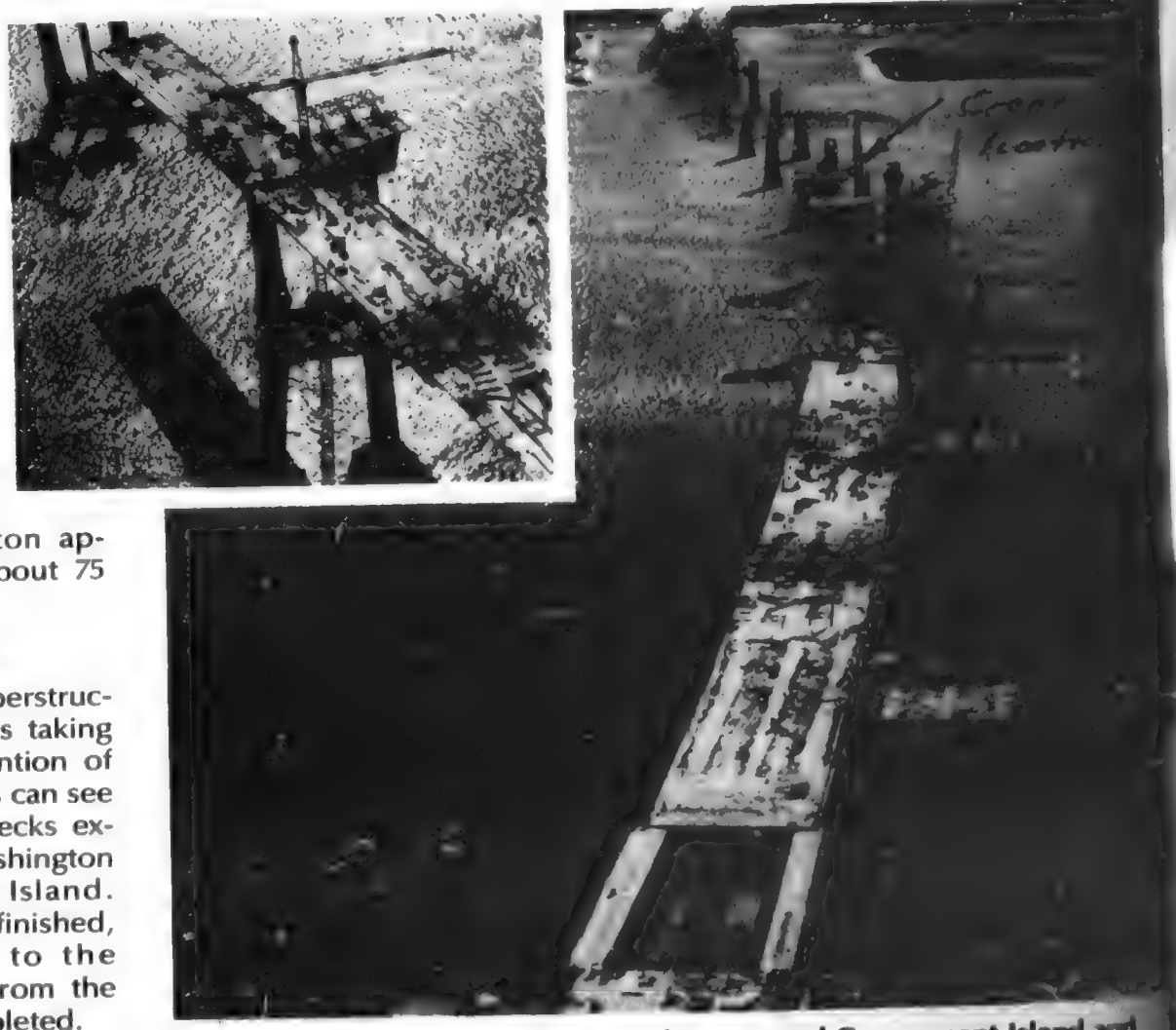
Because shipping lanes of the Columbia River must be kept open to river traffic, innovative techniques are being employed in constructing this portion of the bridge.

Working north from Government Island, pre-cast segments, weighing up to 200 tons, are lifted 30 to 150 feet into place. Working south from the Washington shore, cast-in-place cantilevered method of construction is used. This allows concrete roadway sections to be poured with no visible support structure. Since neither method involves falsework, shipping lanes remain open.

Work on the fourth contract, the South Channel Bridge, is about 60 percent complete.

Harwood said the fifth and final contrct, a miscellaneous one covering paving, signing and illumination, will be let when the bridge work is further along.

All contract letting and construction supervision, except the Washington approach, is being



**This view from the Washington shore toward Government Island and Oregon, shows work in progress on the Glenn L. Jackson (I-205 Columbia River) Bridge. The Washington approach and the superstructure of the bridge are in the process of being joined. Delicately balanced on a single pier, (see inset), this section of the bridge is cantilevered 296 feet from its pier. On this portion, sections are poured in place using cantilever construction permitting concrete roadway sections to be poured with no visible support structures. This method permits river traffic to pass with little or no interruptions.**

## In legislative package

# Variable gas tax bill top priority

NOTED
H. S. COULTER

OREGON DEPARTMENT OF TRANSPORTATION

Season's Greetings

4 STATE TRANSPORTATION BUILDING, SALEM 97310

# resses on I-205

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Scott -

- Location of crane which tipped over at Col River Br I205 Tues 5pm ± 2 workmen presumably lost.

Slides show type of crane.

Len Wallace

Above is based on telephone conversation with field.

## plan available

Employees interested in the state's Deferred Compensation Plan may enroll now through Dec. 31.

Under the plan, employees may set aside a portion of their income now, and not pay any federal or state income tax on that money until it is received after termination from state service.

Employees may defer up to 15 percent of their gross monthly salary, not to exceed $625 per month. Minimum amount is $15 per month.

Another open enrollment period is scheduled for May 15 through June 30, 1981.

Further information may be obtained by calling 378-3156, or the state's toll-free number, 1-800-452-7813.

# tax bill top priority

gallons.

nflation factor used in the ation will be based on the

Among seven bills from the Aeronautics Division is one that would increase the aviation gas tax

## Inside

8905

STATE COPY

L.

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**INTERMEDIATE AND FINAL INSPECTION REPORT**

//

*(Check appropriate box)* ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | | Multnomah | Oregon |

IN COMPANY WITH
Messrs. Hart, Harwood, Howard, ODOT; Marv Perala & Paul Bach, S&P; and Ben C. Gerwick, Consultant

| DATE OF INSPECTION | INSPECTION MADE BY | PROJECT NO. |
|---|---|---|
| 11-10-80 | H. A. Schell, Division Bridge Engineer | I-205-7(66)315 |

| QUALITY OF WORK* | PROGRESS OF WORK | TIME ELAPSED | WORK COMPLETED |
|---|---|---|---|
| See below | Satisfactory | 51 % | 47 % |

Original Signed by
H. A. Schell
Division Bridge Engr.

COLUMBIA RIVER BRIDGE
NORTH CHANNEL SUPERSTRUCTURE

The project was inspected in conjunction with the regular meeting involving Ben Gerwick and Sverdrup & Parcel to discuss the progress of work.

1. Completed work:

| | |
|---|---|
| Span 10 NB | All but the top slab has been cast. |
| Span 11 NB | The span is complete. |
| Pier 11 SB | Pier table is complete. |
| Span 12 NB | 15 segments have been cast from Pier 12, complete. |
| Pier 12 SB | 2 segments are cast. |
| Pier 13 NB | 5 segments from Pier 13 have been cast. |
| Pier 13 SB | Bottom slab of the pier table has been poured. |
| Pier 14 N&SB | 6 precast segments are in place. |
| Pier 15 NB | Stems have been poured for the pier table |
| Pier 15 SB | Bottom slab has been poured and the stems are formed. |
| Pier 16 | Tower crane is in position. |
| Pier 21 | Pier table construction has just started. |
| Spans 23,24,25 & 26 NB&SB | Precast segments are in place with the exception of the closure pours and 1/2 of Span 22 & 26. |
| Span 26 NB | Some falsework is in place for the cast-in-place section. |

2. Work in Progress:

Clean up in the job work area is being accomplished. In Span 12 six men are cleaning up and policing the area.

(continued)

| | |
|---|---|
| Pier 13 NB | A crew is setting for the next pour. |
| Pier 15 SB | 20 ± men are working on forms for the pier table. |
| Pier 21 SB | 5 men are working on the pier table. |

Precast Work

244 precast sections have been cast to date. This is 41% of the total precast sections. The casting yard is shut down for approximately 2 months until the erection can catch up with the casting operations. On an ideal day the contractor is capable of erecting 4 sections. That would mean approximately 2 weeks per span. Under ideal circumstances it would take a week to string the cables, stress, and grout. However, this operation per span is taking about a month before all tendon pulling and grouting is completed.

Loop-Tendon, Grouting

The contractor tried several grout materials for the loop tendon ducts. There has been some grout settlement in the ducts and the State is concerned that water lenses might remain in the ducts. Mr. Gerwick felt that the contractor should maintain pressure on his grouting system for at least 15 minutes after the duct is filled and air purged to allow the removal of any water that has been entrapped during the grouting process.

Alignment Control

Casting yard problems are still being experienced in the alignment control of the precast sections. To date the contractor has wet cast three 3" long sections in order to maintain correct alignment. This wet casting is being accomplished using "Five Star" cement sand grout. Compressive strengths of (9,000 psi minimum) of this mix are much greater than what is required under the specifications. It was found, however, that no shear tests had been obtained.

All wet cast adjustment sections are several units away from the pier where shear is not a great concern. Because of the wet cast success the contractor has proposed to pour a 12" section at the pier before commencing the precast erection. This would mean that the top slab and part of the web would be heavily reinforced because of the shear strength needed at this location. It was also suggested by Mr. Gerwick and Mr. Hart that the contractor use pea gravel at this location because of these high shear stresses and the combined compression. Some shear stress

(continued)

testing was recommended. The State will discuss this with the contractor. The contractor has also proposed to use stainless steel shims 1/8" in thickness for correcting alignment. These shims are the stainless steel grillage type and will occupy a sufficient area in order to absorb a pressure of 500 psi or less. It is expected that the shim will not occupy over 5% of the total cross-section area of the precast section.

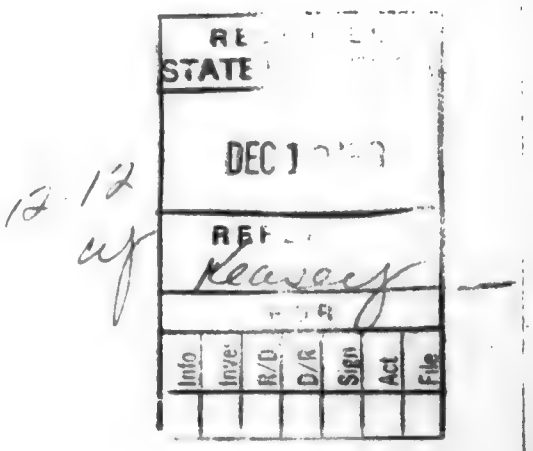
Peter Kiewit Approach Spans

NB -- Peter Kiewit's work is complete up to Span 10 and Groves & Atkinson has hired Peter Kiewit to complete the connection between projects. This will give the contractor access from the Washington shore by vehicle. It is expected that the deck pour will be made within the next week.

SB -- On the southbound structure Peter Kiewit has completed the first span and 1/2 of the second span. The bottom slab is poured for the full span length and the walls are formed.

Housekeeping

Housekeeping by Groves & Atkinson on the project has been of much concern. The debris and materials storage in some areas has been very disorganized. Inadequate cover has been observed for some cement grout sacks. It is possible that this might be part of the problem in the grouting operation. Also, some strands which are in place have not been pulled, blockout areas have not been filled, and in general the cleanup has been poor. The State has decided to withhold substantial monies in the next estimates until this work is completed.



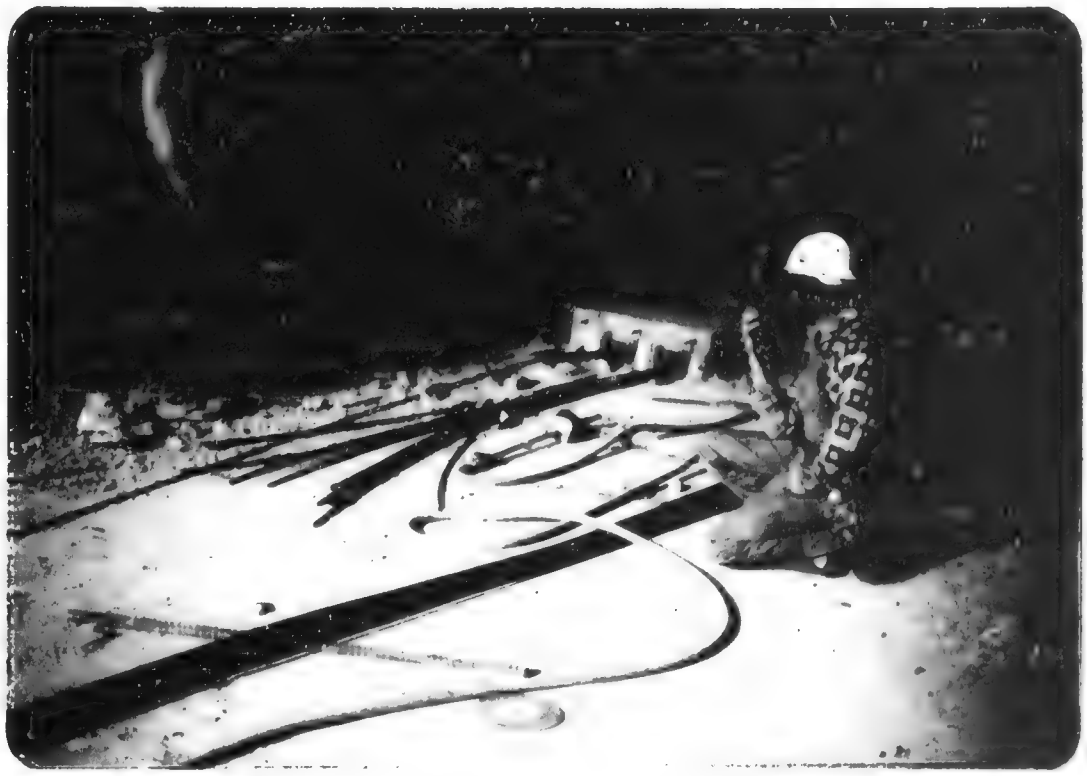

12/12 cf

Status of cast-in-place construction. Pier 12 in the middle of the picture.

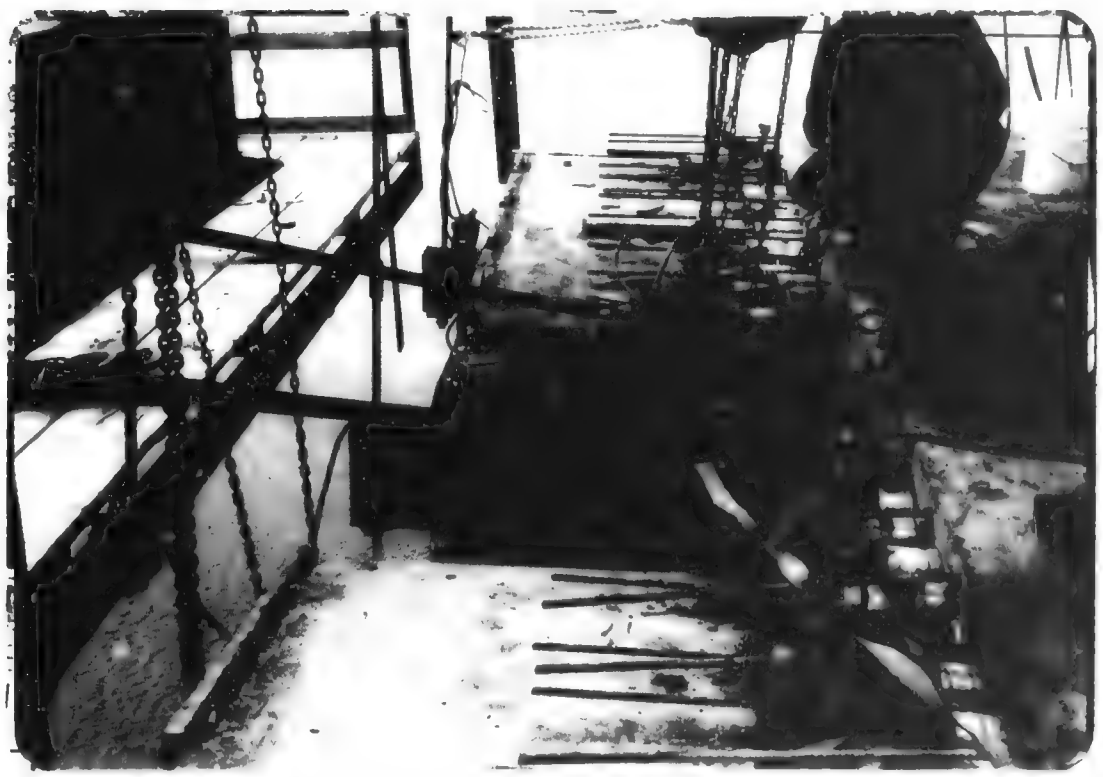
Forming the construction joint in the cast-in-place section

Conduit and cable anchorage system for the top slab construction.

Cable stringing operation for the bottom slab.



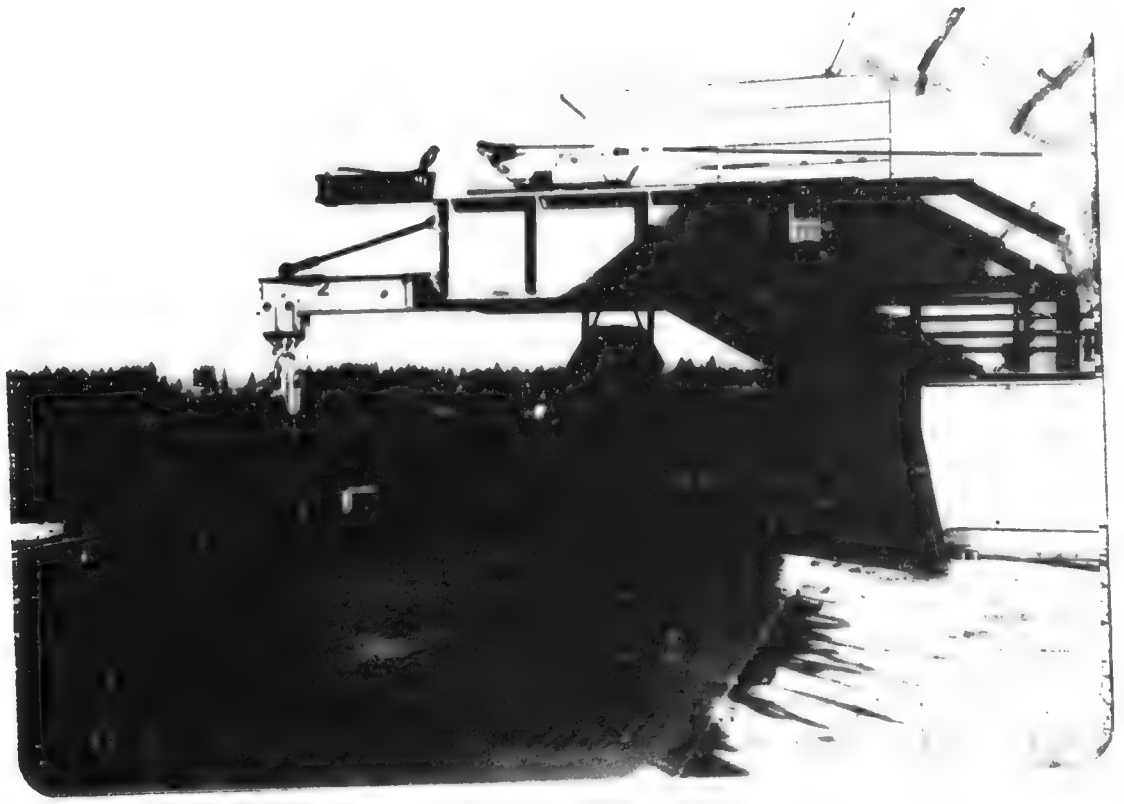
Radio contact during the cable pulling operation.



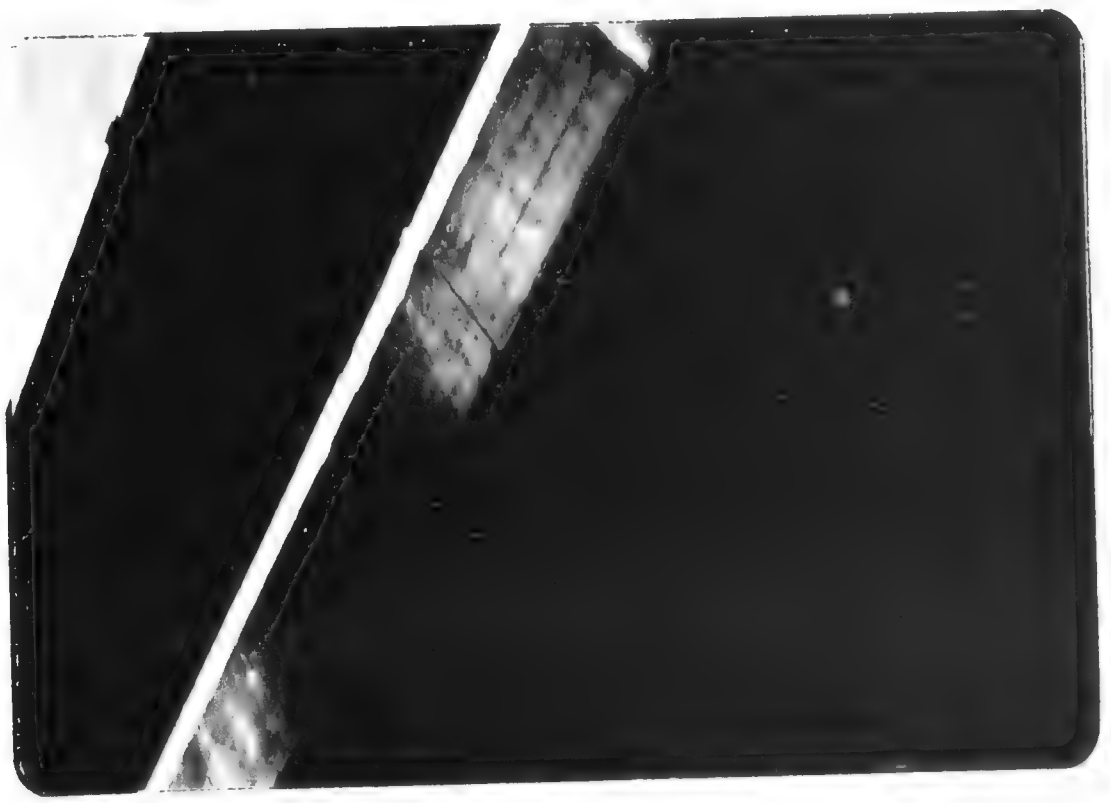
Stressing jack for the longitudinal strands in the top slab.

Grout pump.

Precast section on the barge in preparation to lifting.



Lifting operation for the precast units.



Wet cast section for alignment adjustment

Precast cantilevered section in place prior to casting in place the midspan unit.

# CALIFORNIA PRELIMINARY NOTICE

YOUR ATTENTION IS DIRECTED TO **SECTIONS 3097, 3098 AND 3111, CALIFORNIA CIVIL CODE** WHICH REQUIRES US TO NOTIFY YOU THAT IF BILLS ARE NOT PAID IN FULL FOR LABOR, SERVICES, EQUIPMENT OR MATERIALS FURNISHED, OR TO BE FURNISHED, THE IMPROVED PERTY (WHICH IS DESCRIBED HEREON) MAY BE SUBJECT TO MECHANICS' LIENS". (THIS STATEMENT IS APPLICABLE TO PRIVATE WORK ONLY.)

**33387**

**THIS IS NOT A LIEN. THIS IS NOT A REFLECTION ON THE INTEGRITY OF ANY CONTRACTOR OR SUBCONTRACTOR.**

**YOU ARE HEREBY NOTIFIED:** DATE 11-2-80

THAT THE UNDERSIGNED HAS FURNISHED OR WILL FURNISH LABOR, SERVICES, EQUIPMENT OR MATERIAL OF THE FOLLOWING DESCRIPTION:

INDIVIDUAL OR FIRM

BEARINC SYSTEMS INC. (NAME)

P.O.BOX 8613 (ADDRESS)

EMERYVILLE, CALIFORNIA 94662 (CITY) (STATE) (ZIP)

BY: David Bam (SIGNATURE)

PRES. (TITLE) 11-2-80 (DATE)

POT BEARING ASSEMBLIES (DESCRIPTION OF MATERIAL)

COLUMBIA RIVER BRIDGE

SOUTH CHANNEL I-205

COLUMBIA INDUSTRIAL PARK (ADDRESS OF BUILDING, STRUCTURE, WORK OF IMPROVEMENT)

VANCOUVER, WASHINGTON (CITY) (STATE) (ZIP)

THE NAME AND ADDRESS OF THE PERSON WHO CONTRACTED FOR THE PURCHASE OF SUCH LABOR, SERVICE, EQUIPMENT OR MATERIAL

IS MR. RICH KELLY (206) 694-8000 OF GROVES-ATKINSON J.V. 2000 E. COLUMBIA STREET ( COLUMBIA INDUSTRIAL PARK ) VANCOUVER, WASHINGTON

Contract 8905

TO: OWNER, REPUTED OWNER, OR PUBLIC AGENCY

OREGON STATE HIGHWAY DIVISION

TRANSPORTATION BUILDING

SALEM, OREGON, 97310

TRUST FUNDS TO WHICH SUPPLEMENTAL PRIVATE BENEFITS ARE PAYABLE

NAME

ADDRESS

NAME

ADDRESS

NAME

ADDRESS

(MATERIAL MEN NOT REQUIRED TO FURNISH THE ABOVE)

TO: ORIGINAL CONTRACTOR OR REPUTED CONTRACTOR

GROVES-ATKINSON J.V.

P.O.BOX 4556

VANCOUVER, WASHINGTON 98662

TO: CONSTRUCTION LENDER OR REPUTED CONSTRUCTION LENDER

OREGON STATE HIGHWAY DIVISION

TRANSPORTATION BUILDING

SALEM, OREGON 97310

**NOTICE TO CONSTRUCTION LENDER ONLY**

ESTIMATED TOTAL PRICE OF THE LABOR, SERVICES, EQUIPMENT OR MATERIALS DESCRIBED HEREON

$[redacted]

## ACKNOWLEDGMENT OF RECEIPT OF PRELIMINARY 20-DAY NOTICE

(SECTION 3097.) CALIFORNIA CIVIL CODE) UPON RECEIPT OF THIS NOTICE PLEASE DETACH AND SIGN THIS ACKNOWLEDGMENT AND RETURN SAME TO SENDER

THIS ACKNOWLEDGES RECEIPT ON November 14, 1980, OF A COPY OF THIS PRELIMINARY 20-DAY NOTICE

AT 121 Transportation Building, Salem, OR 97310

DATE 11-17-80 SIGNATURE OF PERSON ACKNOWLEDGING RECEIPT, WITH TITLE, IF ACKNOWLEDGMENT IS MADE ON BEHALF OF ANOTHER PERSON

ADDRESS OR DESCRIPTION OF JOB SITE Shown on form as South Channel I0205. (Oregon's contract with Groves-Atkinson is for the North Channel Superstructure of I-205.)

33387

OWNER COPY

3/76

P105

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

# memorandum

Subject: Oregon Project I-205-7(66)315
Value Engineering Proposals

Date: November 4, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

ROUTED
H. S. COULTER

Since May 1979, we (FHWA - Division, Region, and Washington, D.C. offices) have been carrying on a running dialogue with you on the value engineering changes proposed by the contractor. We have received, reviewed, and forwarded the contractor's proposed developments as follows:

1. Two Section Box Girder, cast-in-place spans of 360-480-600-480-360, remainder precast, 1'-5" webs for the box girders, vertical post tensioning over part of structure, and the use of loop tendons for shear, 10' overhang, proposed mid-span hinges (see Hart's transmittal 6/7/79; W.O. reply 6/10/70; forwarded to State 6/29/79).

2. The contractor's "Basic Design Analysis for Value Engineering Proposal" and Preliminary Study of Mid Span Hinge," by T. Y. Lin.

3. "Bearings and Mid Span Hinges" (Hart's transmittal of 8/3/79; W.O. letter of 8/9/79; R.O. submittal 8/31/80 to W.O.).

4. Design Procedures for Strength - Podolny (W.O.) gave OK 1/14/80 - (a) Longitudinal Direction by Working Stress; (b) Top Slab Transverse Direction by Working Stress with no Tension; (c) Girder Webs and Bottom Slab in the Transverse Direction by Load Factor.

We have given you general verbal approval of the above proposals, subject to our comments, and hereby confirm that approval.

For G. L. Green

cc:
OSHD (W J Hart, Br)
OSHD (A C Harwood, Reg I)

RECEIVED
STATE HWY ENGR
NOV 6 - '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

STATE OF OREGON
Department of Transportation
Finance Branch 378-2880

# INTEROFFICE MEMO

ACC 5-2

TO: Al Harwood, Project Engineer
Highway Division

DATE: October 27, 1980

FROM: Vern Hahn, Manager Internal Audit
Section VH

NOTED
H. S. COULTER

SUBJECT: North Channel Superstructure Project, Contract # 8905

Before we completed our review of the project our staff discussed our findings with you and John Howard. We have now reviewed our workpapers and have identified the following comments to be included in our audit report on the Contract Administration phase of construction. If you wish to reply to this memo, we will be able to include your response in the report. Also, our recommendations may be affected by your response, since you may have information which was not available at the time of the audit. Our basic objective is to present a fair and accurate audit report. We expect to have our draft of the audit report in mid-November. Therefore, it would be helpful to have your response by November 7.

COMMENTS:

1. Value Engineering

The procedure in the contract for Value Engineering was not followed. Currently, there is no approved Price Agreement (P.A.) covering the Value Engineering, although construction is proceeding daily under this method. The P.A. should have been prepared and approved prior to giving the contractor approval of his Value Engineering proposal, which occurred 17 months ago. The design changes should have been reviewed and approved prior to the approval of the Value Engineering. In fact, not all of the design changes have been submitted to your office and in some cases the construction proceeded prior to approval of the applicable plans. Also, since this is a cooperative project with the State of Washington, has Washington yet approved the terms of the Value Engineering? As a result of all these factors, there are potential financial and/or legal risks in the current status of the project. This opinion has been verified by the Department's legal counsel.

RECEIVED
STATE HWY ENGR
OCT 28 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

The Value Engineering procedure also requires an analysis of the cost benefits of the proposal prior to approval. When an approved P.A. is obtained, we will probably review the cost analysis.

Harwood preparing reply and report

2. Materials on Hand: Billing for Washington's Share

The State of Washington's share of the cost for Materials on Hand are not billed to Washington on a current basis. We calculated Washington's share for the period of September 1979, through September 1980, to be an estimated $879,000 average per month. We believe Washington should be billed for their portion of Materials on Hand and on a monthly basis. The F.H.W.A. office in Salem concurred with us in this matter.

Contains Recycled Materials
81-125-1387

3. Bid Items Documentation and Procedures

A) Field Inspection Reports were not being used to receive curing compound and prestressing steel. As a result, some inferior curing compound was used and there is inadequate documentation for payment of prestressing steel-Materials on Hand. However, we were assured by the Assistant Resident that Field Inspection Reports would be used for these items in the future.

B) The majority of field notes for three bid items we examined were not signed. These field notes were used to document the quantities for payment. We were told that the inspectors would be reminded to sign the notes in the future.

C) Payments for Materials on Hand were based on unit prices provided by the contractor in a letter. Prices should be based on suppliers invoices. The Resident Engineer agreed and stated that invoice prices would be used.

D) The payments for prestressing steel were based on a calculation factor provided by the contractor. This factor was not verified by Highway Division employees.

E) Quantities of concrete poured for the structural concrete in the piers has not been routinely verified. This would not normally be a concern with a lump sum item, but with the value engineering the bid items are still being negotiated. Very often quantities are a basis of negotiation. The Assistant Resident said quantities will be routinely verified in the future.

F.H.W.A. reimbursements of construction costs are made on the assumption of adequate documentation and compliance with pertinent regulations. As we have indicated above, in our discussions with you and your staff we were given assurances that appropriate actions would be taken on most of our findings. We are not certain what your final thoughts will be on the remaining comments. F.H.W.A. has been satisfied in the past when we have reported the corrective actions taken by Highway Division. We would like to relay satisfactory resolutions for all of the comments in our audit report.

When we have compiled our Contract Administration report we will send you a copy before it is released to the Audit Committee.

VH:kr

#8105

10-23-80

STATE COPY

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—625-969

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**INTERMEDIATE AND FINAL INSPECTION REPORT**

*(Check appropriate box)* ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | | Multnomah | Oregon |

IN COMPANY WITH
John Garren, Bob Hathaway, Harley Dykema, Don Olson, FHWA;
Al Harwood, OSHD; Marsh Cropper, Reed College professor & Bridge Buff

| DATE OF INSPECTION | INSPECTION MADE BY | PROJECT NO. |
|---|---|---|
| 10-23-80 | H. A. Schell, Division Bridge Engineer | I-205-7(66)315 |

Original Signed by
H. A. Schell
Division Bridge Engineer

| QUALITY OF WORK* | PROGRESS OF WORK | TIME ELAPSED | WORK COMPLETED |
|---|---|---|---|
| Satisfactory | Satisfactory | 47 % | 47 % |

COLUMBIA RIVER BRIDGE
NORTH CHANNEL SUPERSTRUCTURE

This project was inspected to review the status of construction and discuss some of the problems in the conduit grouting and in the alignment control.

Progress of Work

Span 10 NB - The bottom slab of the closure pour is in place.

Span 11 NB - Cantilevers are in place.

Pier 11 SB - Pier table is complete.

Span 12 - Cantilevers in place.

Pier 12 SB - Pier table is in place.

Pier 13 NB - Pier table is in place.

Pier 13 SB - Bottom slab is poured; webs are formed and reinforcing steel is in place.

Pier 14 NB & SB - Pier tables are in place.

Pier 15 NB - Bottom slab has been poured, beam sides are in place, and reinforcing steel partially in place.

Pier 22 - Pier table stems are poured; part of the slab has been cast.

Piers 23 thru 26 - Pier tables are completed; cantilever spans are in place; no closure pours have been made.

Span 26 - False T work is in place for the cast-in-place sections.

Work in Progress

Approximately 10 men are forming and placing reinforcing steel at the hinge point in Span 10.

(continued)

Span 11 - Bottom Slab: 4 men are pulling strand.

Pier 13 NB - One crew is forming the second cast-in-place span section.

Pier 15 NB - A crew is working on the pier table false work.

## Casting Yard

There is very little work in progress at this time in the yard. The contractor has shut down for approximately 2 months. About one-half of the pre-cast section has been cast (290 sections) and the casting crew is waiting for the field placement crew to catch up with the casting operation.

## Comments

Alignment control on the precast sections has been more difficult to control than the cast-in-place sections. Steel angles (at centerline and 28' Rt and Lt) have been cast into the top deck edges of the precast sections and match marked. The original alignment is set by using the tanget offset method by the contractor's force. The section is then cast. After casting diagonal and chord, measurements are made in the casting yard between sections. The 9 point measurements are then set up on coordinates and the section rotated for the field condition and the diagonals and chord distances in the field are checked to maintain control of alignment. The seating of these sections, however, is not always perfect and minor variations have been experienced between the top and bottom slabs. Three small cast-in-place sections 2"-4" in width have been made to adjust the alignment. In the cast-in-place sections they are set by the tangent offset method and continuous measurements are made, both horizontally and vertically, and the form is adjusted to the correct alignment. This adjustment has been more successful than those on the precast sections to date.

## Bottom Slab Anchorages and Cast-in-Place Sections

Some minor spalling has been experienced right behind the bottom slab anchorages in the cast-in-place sections. It appears that the reinforcement and concrete should have been slightly higher than the anchorage plate to assist in the load transfer throughout the section. This has been a minor problem and is not expected to be detrimental to the stressing operation.

The contractor is now in the process of devising an adequate procedure

for grouting the loop tendons in the webs. This loop tendon steel acts as a wick and draws all moisture from the conduit during the grouting process and it is difficult to determine if the conduit and steel tendon is completely filled and covered with grout. A lenz of water might encourage some rusting or deterioration of the section within the conduit if air could get to the section. Settlement of test grout in the conduits has been as much as 6 to 7 inches. The State and contractor are still studying this procedure.

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NOV 4 - '80
REFER TO
Bridges
FOR
Info | Invest | R/O | D/R | Sign | Act | File

11-4

1979 Columbia R. Br. (N. Channel Superstruc.) Sec. of E. Ptld. Fwy. (Structure) 8905 #12

8905

CON 5
#8905

DATE: September 23, 1980

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Oregon Project I-205-7(66)315
Columbia River Superstructure
Refer: HBR-OR

This is in response to your August 5, 1980, memorandum concerning misalignment of post-tensioning ducts at Pier 24. The problem arises at the joint between the pier table and the first segment. The segment has been cast in the casting yard, the pier table is in place, so there is no chance for "match casting".

Bursting stresses due to the abrupt angle change at the point are significant.

In instances where misalignment is extreme, sections of the web and deck were removed to reduce the abruptness of the alignment change and allow a gentle transition thus reducing bursting forces. Also additional reinforcing steel was placed in the closure area to counteract the bursting forces. In locations where misalignment was less, additional reinforcing steel only was required.

All tendons have been fully stressed. The elongation and tendon jacking forces were satisfactory. The areas are being observed for possible problems. Since the stress on the concrete is maximum at the time post-tensioning is applied and reduces with time, it is our feeling that the joints are satisfactory and no problems will develop.

GH:mk jh
bc: C. T. Keasey
E. L. Hardt
Walt Hart
Al Harwood

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

| Number | Name | Consideration |
|---|---|---|
| 50366 | Vincent, Beatrice S. | $ 7,000.00 |
| 50483 | Blixseth, Timothy L. et al | 6,475.00 |
| 50491 | Hodges, Howard L. & Erville J. | 3,200.00 |
| 50500 | Chrysler Corporation | 2,113.80 |
| 50501 | Montgomery Ward & Company | 10,605.00 |
| 50768 | Humbert & Walker Logging Co. | 116,300.00 |
| 50929 | Wooley, Lawrence D. & Sonja M. | 900.00 |
| 51286 | McNab, Francis J. | -0- |
| | 8 Transactions | $ 146,593.80 |

(2) Supplement No. 2 to agreement with State of Washington for the construction of the Columbia River (I-205) Bridge. The supplement will reimburse the State of Washington for the costs of the redesign of the Washington approach spans occasioned by the value engineering (VE) redesign of the river spans under an Oregon contract. The estimated payment to the State of Washington will be $7,800. That charge will be deducted from the estimated $2 million VE saving to be shared by the State and the contractor. (Bridge Section)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 14 day of Aug, 1980

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
DATE: 8/8/80

#8905

August 21, 1980

Washington Department of Transportation
P.O. Box 1717
Vancouver, WA 98663

ACK

Attention: F. C. Herrichsen
District Construction Engineer

MISC. CONTRACTS and
AGREEMENTS No. 3885

Gentlemen:

Attached for your records is a fully executed copy of Supplement No. 1 to Agreement CC-4421 pertaining to construction of the Columbia River Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

fhm

Att.

bc Walt Hart (agree. att.)

8905

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

# memorandum

Subject: Oregon Project I-205-7(66)315
Columbia River Superstructure

Date: August 5, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. C. T. Keasey, Assistant State Highway Engineer

On August 1 Mr. Schell, accompanied by Mr. Kasza, FHWA Regional Bridge Engineer, inspected the Columbia Riber Bridge Superstructure with several T. Y. Lin Associates, Mr. Hart, and Mr. Harwood. Generally the project is progressing adequately, however, difficulty was observed between the Pier 24 pier table and the first precast sections. The web conduit which houses the strand to tie these first sections to the pier are not lining up. Horizontal and vertical variations (up to 10 inches) have been found in the first North and South precast units. The sharp bend that the prestressing cable must take to tie these sections to the pier table will induce considerable bursting pressure on the web walls. These sections should be carefully analyzed and the transition critically reviewed and extra reinforcement installed to prevent web cracking and/or a pop-out.

May we have your comments on the corrective measures that will be taken.

G. L. Green

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FOR
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8-6
cys

8905.

STATE COPY

U. S. GOVERNMENT PRINTING OFFICE: 1976—625-385

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**INTERMEDIATE AND FINAL INSPECTION REPORT**

5-28-80

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | | Multnomah | Oregon |

IN COMPANY WITH
Messrs. Harwood, Hart, Hardt, Howard, OSHD; B. Gerwick & M. Perila, Construction

| DATE OF INSPECTION | INSPECTION MADE BY | PROJECT NO. |
|---|---|---|
| 5-28-80 | H. A. Schell, Division Bridge Engineer | |

| QUALITY OF WORK* | PROGRESS OF WORK | TIME ELAPSED | WORK COMPLETED |
|---|---|---|---|
| Satisfactory (see * below) | Satisfactory | 37 % | 29 % |

COLUMBIA RIVER BRIDGE
(N. Channel Superstructure)

The project was inspected to obtain the latest update of the successful epoxy grouting of the cast-in-place tables at Piers 11 and 26 which experienced cracking along the loop tendon areas due to freezing this past winter. Also some epoxy material joing a precast section has not hardened and the extent of this problem was reviewed.

Completed Work

| | |
|---|---|
| Pier 11 NB | The 10 sections of deck either side of the pier have been poured and the form traveler dropped. |
| Pier 11 SB | The pier table is complete and ready for the casting operation. |
| Pier 12 NB | The pier table is complete and 2 segments have been poured. |
| Pier 12 SB | The pier table web wall forming is complete and the section ready for concrete. |
| Pier 13 NB | Column is poured. |
| Pier 13 SB | Reinforcing steel is in place for the column pour. |
| Pier 14 NB | The pier table top slab is formed. |
| Pier 14 SB | The pier table webs are poured. |
| Piers 15-19 | The columns are poured up to the "wine glass" shape. |
| Piers 20-23 | The "wine glass" section of the columns are poured. |
| Pier 24 | Construction has started for the pier table. |

(continued)

Intermediate Inspection
N. Channel Superstructure

| | |
|---|---|
| Pier 25 | Pier tables have been constructed. |
| Pier 26 | Two segments have been placed on either side of the north and south bound pier tables. |

Working Progress

| | |
|---|---|
| Pier 11 NB | Cleaning up and removing the traveler. |
| Pier 11 SB | Stressing the pier table. |
| Pier 12 NB | Preparing for the next segment pour. |
| Pier 14 | Working on pier table top slab. |
| Pier 24 | The "spider web" is in place and the crews are beginning the pier table forming. |
| Pier 26 | Stressing the segments and preparing for the next lift. |

Precast Yard

About 90 segments are cast and stored in the yard. Generally this work is progressing satisfactorily.

Grouting at Piers 11 and 26

The epoxy grouting in the loop tendon areas that cracked due to the winter freeze has been completed successfully. VSL employed Testing Engineers, Incorporated, of California, to sonic test the epoxied concrete sections that were of concern. After two attempts at grouting, all readings from the ultrasonic testing scan (performed every foot) gave velocities greater than 11,000 feet per second indicating dense sound concrete. It appears that the remedial epoxy grouting work was successful, however, some concern was shown in the cores taken of the bottom slab. Epoxy grout was pumped in these areas also but there was little outside pressure backup to prevent delamination when the grout pressure got too high. Mr. Gerwick and Mr. Lin suggested some stitch bolting in the bottom slab to insure the concrete sections ultimate capacity. This procedure should be reviewed carefully and initiated, if possible.

Epoxy Material Between Precast Segments

At Pier 26 NB when the 2nd segment on the south side was epoxied and pulled to the adjacent section, it was raining hard and the area that had much surface moisture apparently prevented the epoxy grout from hardening to date. This situation is unacceptable and the State and

Contractor are trying to determine why the grout hasn't set on about 40 percent ± of the section. The epoxy material is being furnished by Sika Chemical Company and is:

| | |
|---|---|
| Sika | 390 Hi Mod Jel |
| Jell Time | 30 min at 90° |
| Tested (N.W. Testing Lab) | 32 min 26 sec @ 90° |

The Contractor takes about 20-25 minutes to place the epoxy by glove on one side of the segment and the temporary stressing Dywidag thread bars uses up about 1 hour. Apparently some moisture is acceptable but the amount experienced during the "buttoning up" operation May 22 was too much.

Sika has a chemist coming to the project May 29 to review the problem and decide on a course of action.

---

* The time elapsed vs. work completed is lagging almost 10 percent. This figure does not include the mobilization or the 90 precast segments in the storage yard in Vancouver. This additional work would erase most of the variation.

cc:
Region, HBR-010 (G Kasza)
Wash DC, HNG-32 (W Podolny)
OSHD (C T Keasey, Const)
OSHD (W J Hart, Br)

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STATE HWY ENGR
JUN 5 '80
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Keasey
FOR
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6/5 cy

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FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD
(H S Coulter)

**INTERMEDIATE AND FINAL INSPECTION REPORT**

2-20-80

cc:w/pictures:
F.Sears, Wash.D.C.
HBR-010

*(Check appropriate box)* ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 3 | Multnomah | Oregon |

IN COMPANY WITH
Harwood, Hart, Howard, Hardt, OSHD: Gerwich,& Perela, S&P

| DATE OF INSPECTION | INSPECTION MADE BY | PROJECT NO. |
|---|---|---|
| 2-20-80 | H. A. Schell, Div Bridge Engineer | I-205-7(66)315 |

Original Signed by
H. A. Schell
Division Bridge Engr.

| QUALITY OF WORK* | PROGRESS OF WORK | TIME ELAPSED | WORK COMPLETED |
|---|---|---|---|
| See below | See below | 26 % | 17 % |

COLUMBIA RIVER BRIDGE
(North Channel Superstructure)

The project was inspected to evaluate the box pier table condition at Piers 11 & 26 because of the cracks that occurred in the bottom slab and stems. These cracks are from the ice from water left in the loop tendon ducts during the January cold weather. The bridge condition at this location is unsatisfactory at this time.

Completed Work:

Pier 11 NB - The pier table box section is poured out and stripped.
SB - The pier table stems are partially formed.
Pier 12 NB - Pier table and stems are poured.
Pier 14 NB - Pier table is formed.
Pier 22 SB - Pier table work just started.
Pier 25 SB - Pier table falsework is partially in place
Pier 26 - - Both pier tables box sections are poured out.
Casting yard - Three segments have been cast.

Work in Progress:

Pier 11 NB - Pier Table - 10 men are forming the next section, tying steel and preparing to stress and grout the web loop tendons. One man is grouting the cracks in the bottom slab.
SB - Four men tying re-steel.
Pier 12 NB - Six men with a stiff leg are forming the stems.
Pier 25 SB - Ten men and rig are constructing the falsework table.
Pier 26 SB - Three men are drilling and setting the grout tubes for grouting the cracked loop tendon areas. Three men are stressing the X-beam.

General Comments:

The loop tendon concrete cracks in Pier 11 & 26 tables will be grouted with epoxy. The material will be:
Nikl Epoxy Concrete Injection Resign Product #13, from
Rocky Mountain Chemical Co.

Viscosity 275-350 cps @ 77°F
Pot life 12-15 min 77°F
Sp Gr .98
Capability of penetrating 5-250 mils
Compression 12,200 psi
Bonds 7,380 psi
Tensil 6,970 psi
E 444,800 psi

The State will verify this data by some lab testing. Mr. Gerwich is in favor of trying to grout the cracks and then drill and check the penetration to reduce any additional cracking. All of this corrective work is being performed by Hamilton Construction for VSL. Costs are expected to be in the $100,000+ range.

Cable Grout:

The cable grout material will be:

Master Flow 814 Cable Grout (Master Builders)
Compression - 7 days 5500 psi
28 days 6500 psi
Flexural 28 days 800 psi
Shear 28 days 1760 psi
E 2.00 x $10^6$ psi

This material has hydraulic cementatious properties and will not bleed, exhibit settlement, or shrink.

Some testing will also be performed by the State on this material to verify the manufacturers claims.

Casting Yard:

Four bays have been constructed to produce the pre-cast segmental sections. All forms are steel with adjustable bottom slabs and seb depths. Steel will be "caged" in an area just EVst of the main casting beds.

The completed work is lagging, partially because of preliminary casting bed work completed in the casting yard. Also VSL has been progressing very slowly due to the loop tendon cracking problem and other unknown reasons. The prime contractor had a meeting with VSL officials to try and speed up and improve their operation on this date.

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STATE HWY ENGR
MAR 19 '80
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Keaseff
FOR
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3/19
cyf

B

VICTOR ATIYEH
GOVERNOR

# Department of Transportation

## METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone 238-8226

February 19, 1980

In Reply Refer to File No.

626-1938

Tom Walsh
Oregon Transportation Commission
c/o Walsh Construction Company
3015 S.W. First Street
Portland, Oregon 97201

Walt Hart has completed a study of the capacity of the Columbia River/I-205 Bridges to support light rail vehicles.

The study is based on the Duwag car, the design vehicle for the Banfield Transitway Project.

The following is an excerpt from that preliminary design check.

> The Bridge Design Section has made a preliminary structural review of the capacity of the Columbia River (I-205) Bridge for light rail transit vehicles (LRV). The vehicle loadings and placement were assumed to be as shown in Figures 1 and 2.
>
> The results indicate that the structure has adequate capacity to carry the assumed vehicle, although speed restrictions may be necessary to limit impact loads. In addition, restrictions on dead load allowances for ballast and trackage may require special details for these items. A final check of any actual system proposed will be required for the completed structure.
>
> No consideration has been given to approvals of other affected agencies, such as the Federal Department of Transportation and the Washington Department of Transportation. It is assumed that their concurrence would be necessary for any transit proposal.

The above indicates that transit vehicles planned for the Banfield can probably be supported on the I-205 Bridge with minor structural modifications. The principal reason for the increase in capacity from earlier studies, is the re-design of the Washington approach spans. Furthermore, utilizing multiple lane loading reductions, increases were apparent in the load capacity of the structure.

-over-

NOTED
F. B. KLABOE

A final analysis would have to be accomplished for the specific system to be applied to the bridge. This should be accomplished based upon the "as construction plans" for the bridge.

R. N. Bothman
Administrator

RNB:PE
Attachment

cc: [redacted]
H. S. Coulter
W. J. Hart
E. L. Hardt
R. A. Sandmann

RECEIVED
DOT DIRECTOR
FEB 21 '80
REFER TO
FOR

626-1938
(100)

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. R. N. Bothman, Administrator
METRO

DATE: February 12, 1980

CON 5
8905

FROM: Walter J. Hart
Bridge Engineer Walter J. Hart

AM PDM PDE TSE SPC
ODOT - METRO

SUBJECT: Columbia River (I-205) Bridges
Light Rail Vehicle Capacity Check

FEB 13 1980

AM PPS sly FILE FHA

As you requested in your letter of January 18, 1980, a study of the capacity of the subject structures to support light rail vehicles is enclosed.

This study indicates that the transit vehicles can probably be supported with minor structural modifications. The main reason for the increased allowable load over earlier studies is the longer spans of the redesigned Washington approach spans. Furthermore, utilizing the multiple lane loading reductions increases the apparent load capacity of the structure.

If you have questions about this study, please let me know. A final analysis would have to be for a specific system and loading, and it should wait until the "as-built" plans are completed.

APR:dh
Enclosure

cc all /w/ encl.
E. S. Hunter
H. S. Coulter
Gary Potter
J. H. Versteeg

125-1307

# PRELIMINARY DESIGN CHECK
# OF
# COLUMBIA RIVER (I-205) BRIDGE
# FOR
# LIGHT RAIL VEHICLES

## Summary of Conclusions

The Bridge Design Section has made a preliminary structural review of the capacity of the Columbia River (I-205) Bridge for light rail transit vehicles (LRV). The vehicle loadings and placement were assumed to be as shown in Figures 1 and 2.

The results indicate that the structure has adequate capacity to carry the assumed vehicle, although speed restrictions may be necessary to limit impact loads. In addition, restrictions on dead load allowances for ballast and trackage may require special details for these items. A final check of any actual system proposed will be required for the completed structure.

No consideration has been given to approvals of other affected agencies, such as the Federal Department of Transportation and the Washington Department of Transportation. It is assumed that their concurrence would be necessary for any transit proposal.

## Description of Analysis

The design vehicle loading was assumed to be as shown in Figure 1. The load was located as shown in Figure 2. This load was applied to various portions of the structure, and the resulting forces were compared to the original design forces at corresponding points.

The deck overhang was critical in the Washington Approach section. Using a 30 percent impact factor, an additional 100 pounds per square foot dead load can be allowed for trackage, ballast, et cetera.

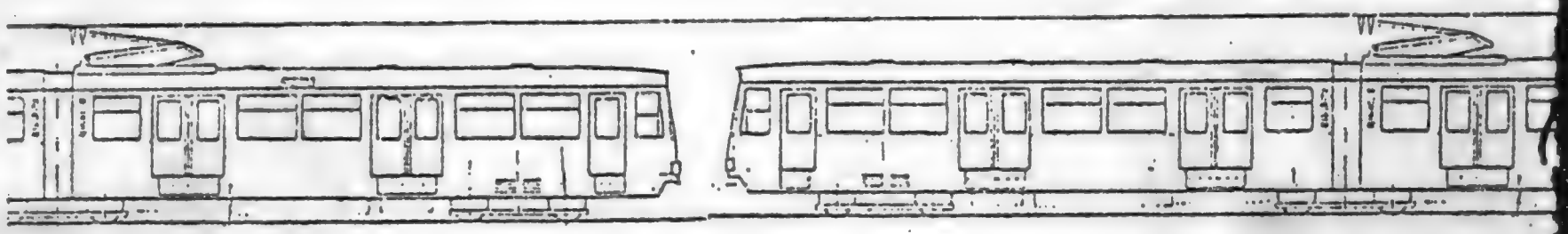
For a typical 250-foot span series, a single six-axle car is equivalent to three-fourths of a design lane load before adding impact and additional dead loads to the LRV loading. A train of the LRV cars is equivalent to 1.7 design lanes (again, before adding impact and added dead loads).

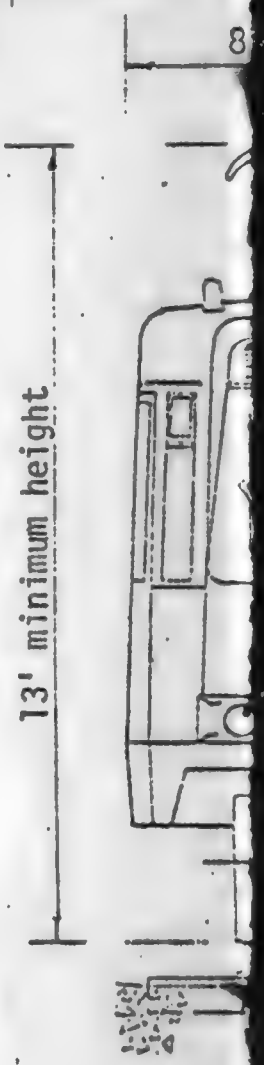
The original design loading for the superstructure was five full lanes with no reductions allowed for multiple lanes loaded. For four design lanes, AASHTO allows designing for 75 percent loading. Thus, three design lanes are required for the revised structure (if AASHTO reductions are utilized). It appears that the superstructure has adequate capacity for these loads.

However, the substructure design utilized the allowable AASHTO reductions and provided for only 3.75 lanes of live load, and restrictions on train loading may be necessary after the final review.

1/11/80
d

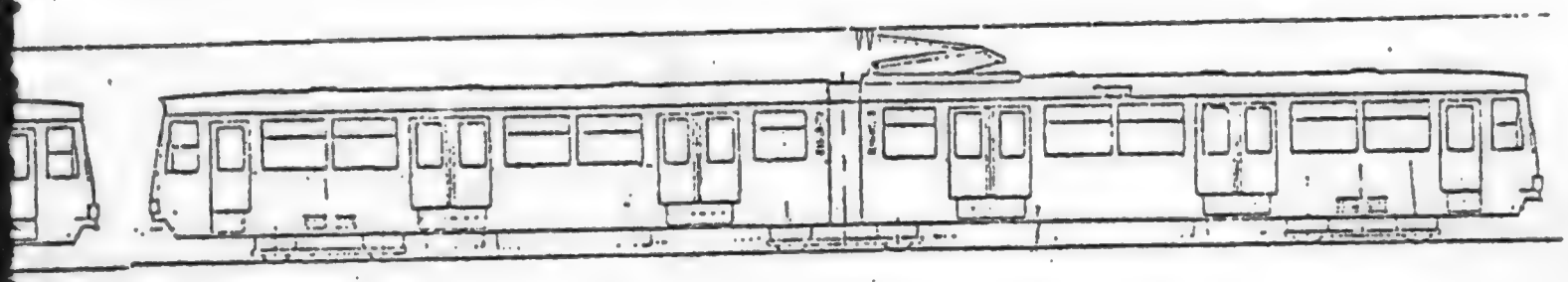
# DESIGN LIGHT RAIL VEHICLE



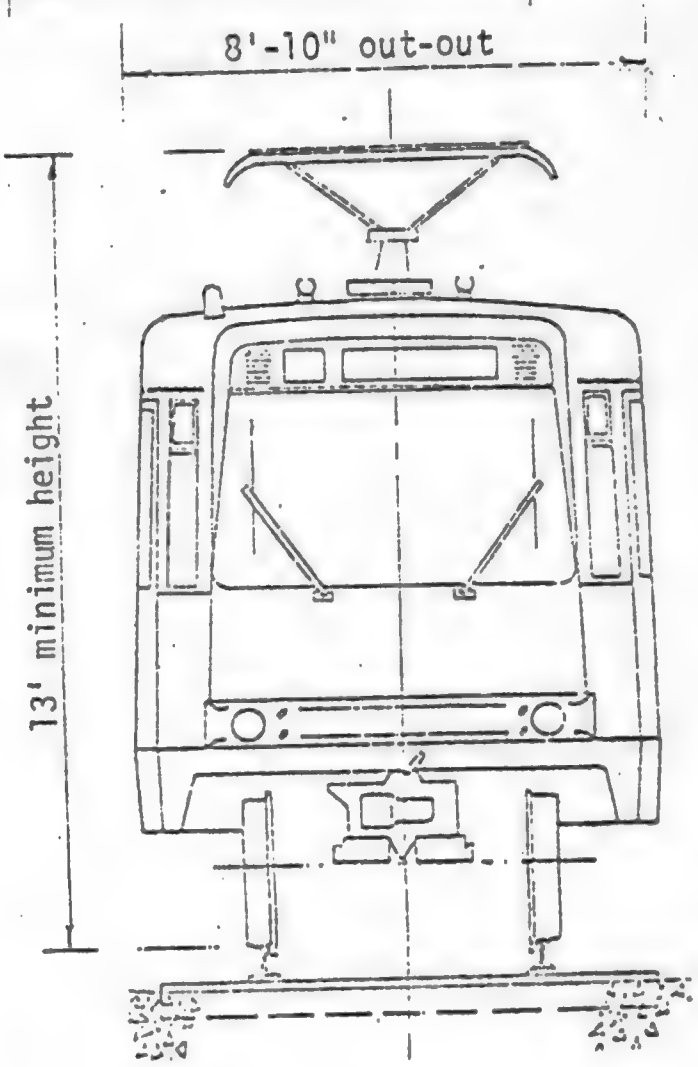



TOTAL WEIGHT = 130,000 POUNDS
ON 6 AXLES

# DESIGN LIGHT RAIL VEHICLE



26.24' | 32.81' | 32.81'




WEIGHT = 130,000 POUNDS
6 AXLES

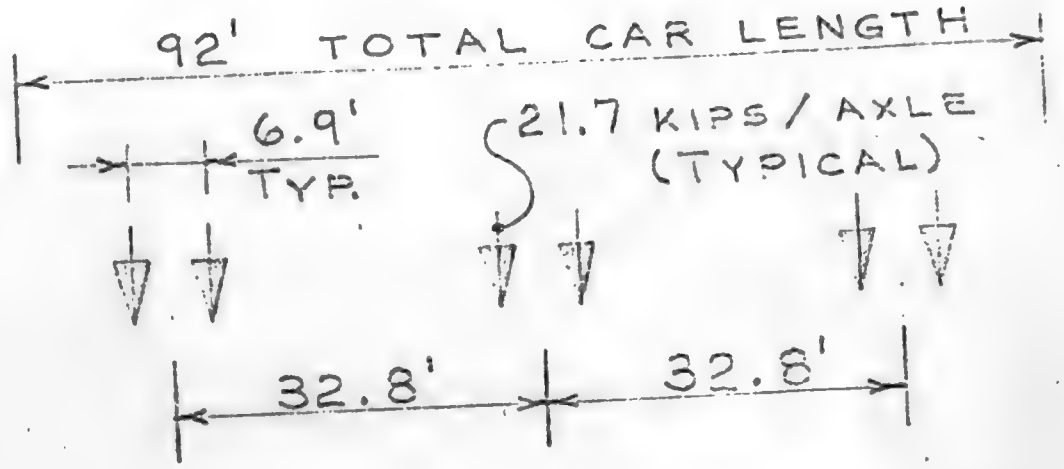



FIGURE 1 - ASSUMED LRV LOADING

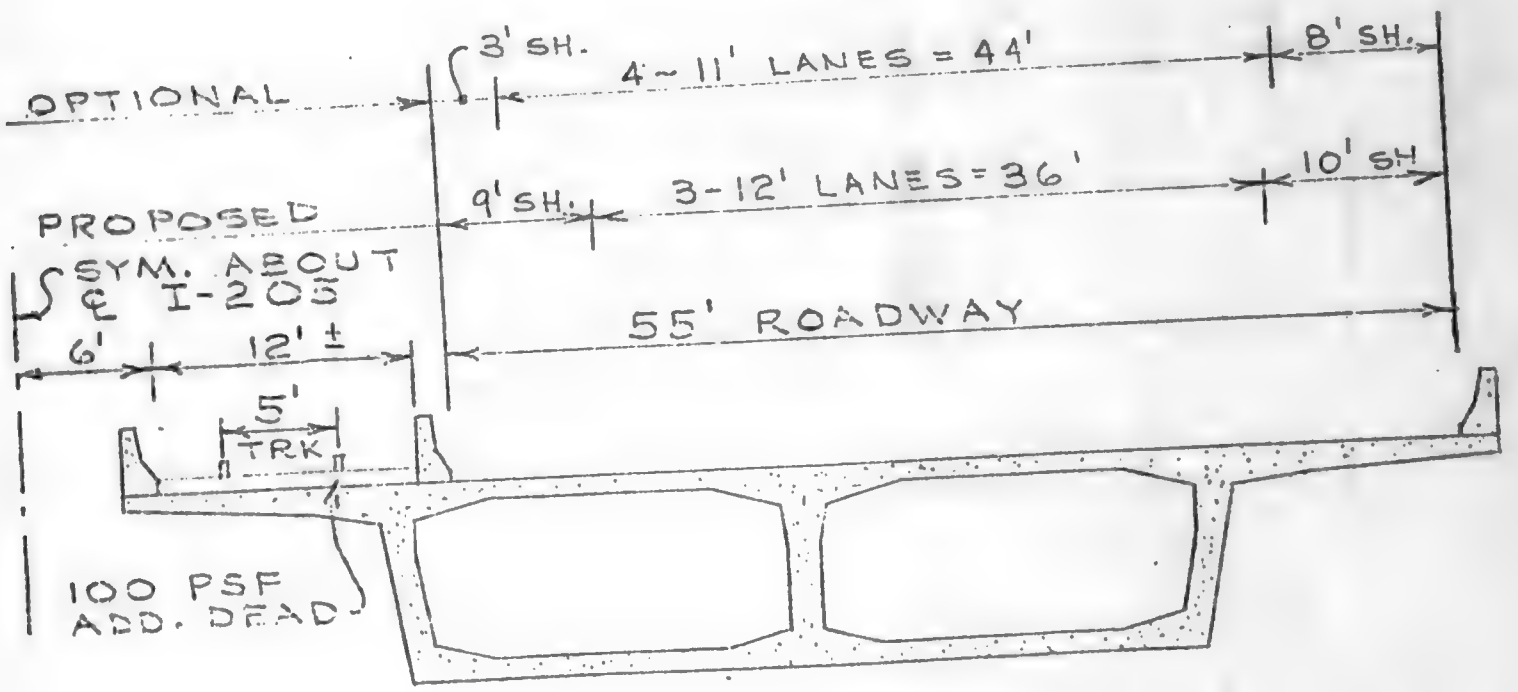



FIGURE 2 - ASSUMED LRV LOCATION

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet 1

Bridge COLUMBIA RIVER BRIDGE - LIGHT RAIL County

Calculations by PHIL RABB Date 1-23-80 Bridge No. 9555

Sheet No.

DETERMINE CAPACITY FOR LIGHT RAIL.

FROM MR. SANDMANN, METRO, USE SAME VEHICLE AS STEEL BRIDGE STUDY, EXCEPT WT = 130K

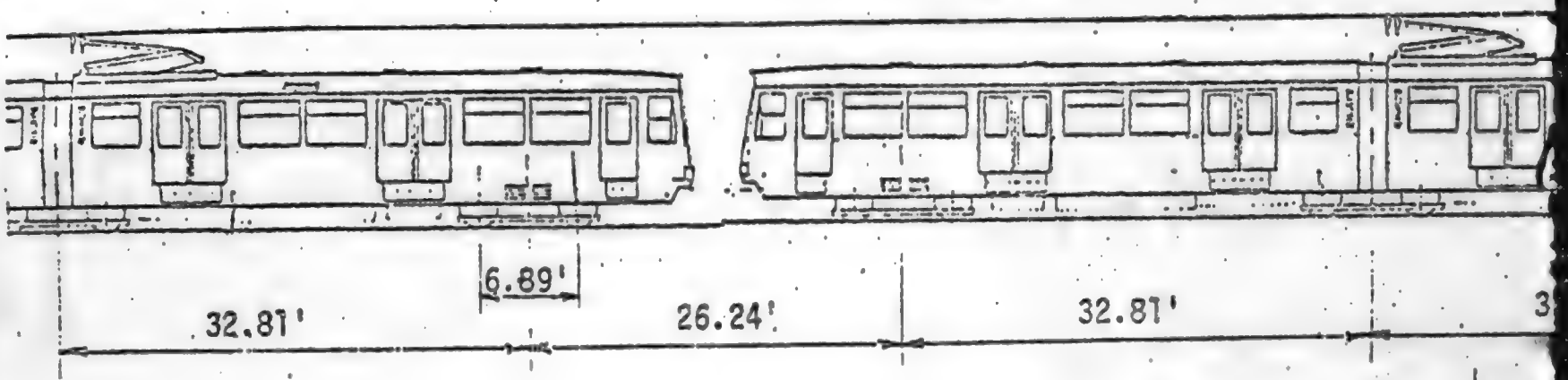
COMPUTER RESULTS BOUND SEPARATELY

# APPENDIX

## CALCULATIONS

# DESIGN LIGHT RAIL VEHICLE

FIG. 20



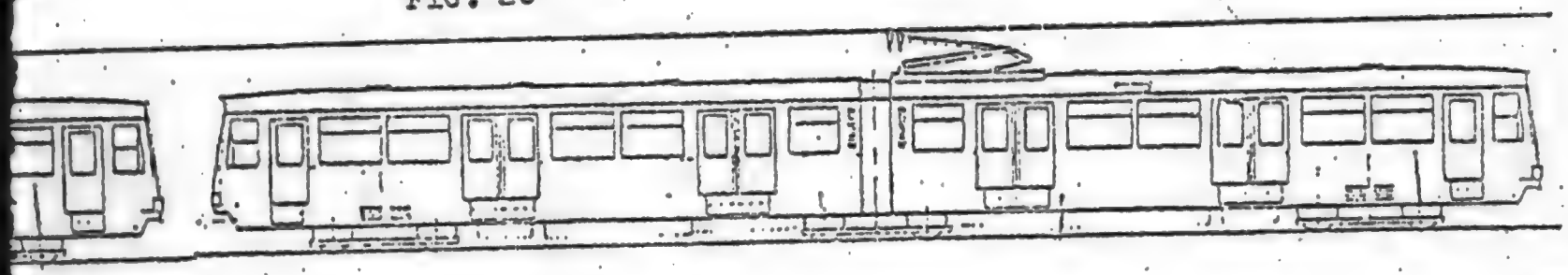

Six-Axle Light Rail Vehicle

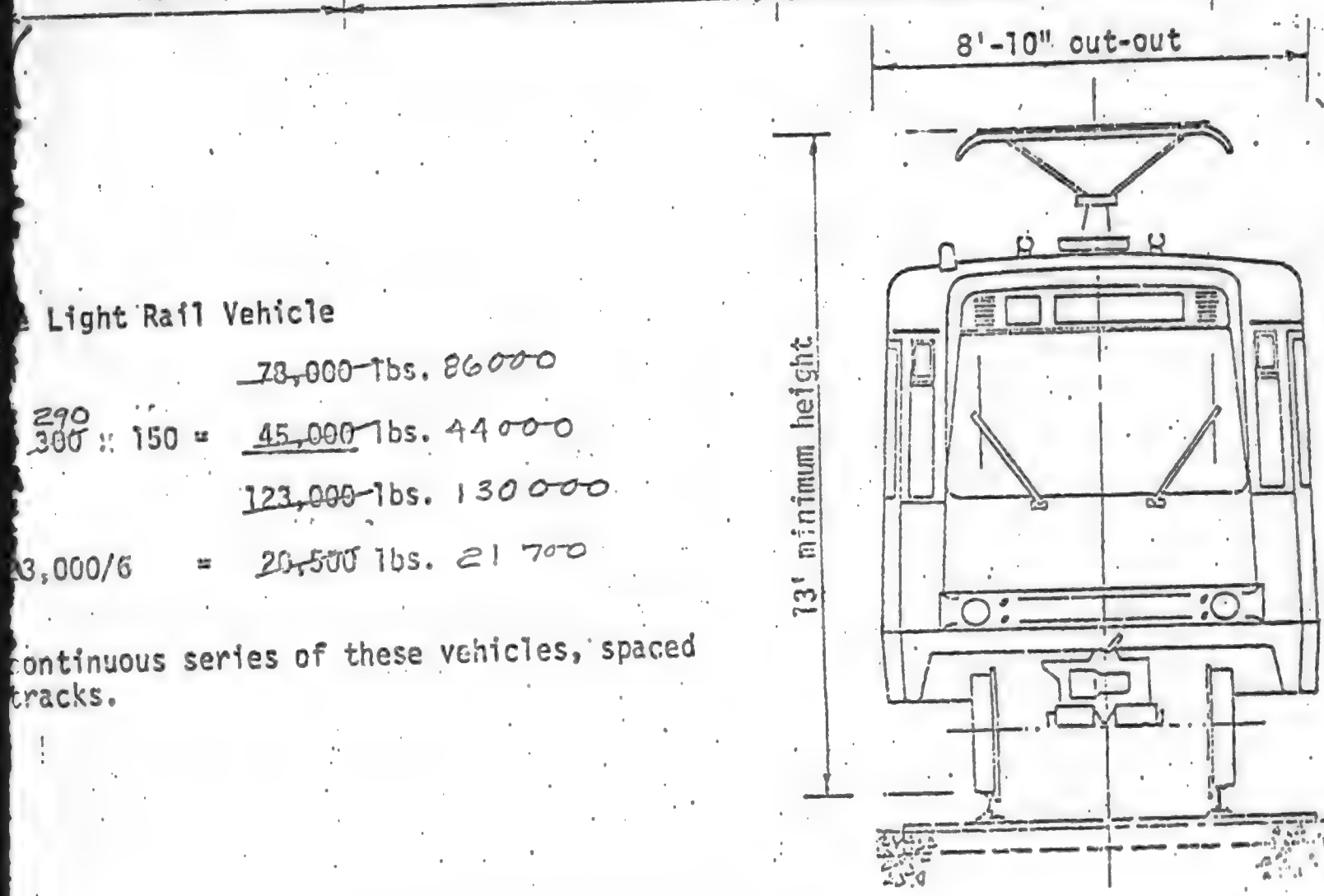
| | | |
|---|---|---|
| Car weight | | ~~78,000~~ lbs. 86000 |
| Passenger load | ~~300~~ 290 × 150 = | ~~45,000~~ lbs. 44000 |
| Total weight | | ~~123,000~~ lbs. 130000 |
| Load/axle - 123,000/6 | = | ~~20,500~~ lbs. 21 700 |

The design load assumes a continuous series of these vehicles, spaced as shown, on two parallel tracks.

DESIGN LIGHT RAIL VEHICLE

FIG. 20






Light Rail Vehicle

~~78,000~~ lbs. 86000

290
300 :: 150 = ~~45,000~~ lbs. 44000

~~123,000~~ lbs. 130000

3,000/6 = ~~20,500~~ lbs. 21700

continuous series of these vehicles, spaced
tracks.

Bridge COL. R. - LIGHT RAIL County

Calculations by R Date 1-23-80 Bridge No. 9555

SP-6775-724

## CHECK OVERHANG - NORTH CHANNEL

Impact Use 30% for present

Centrifugal force use $C = .00117 S^2 D$

C in % of P
S = speed mph
D = Deg of crv.

for 30 mph $C = 1.05\%$

6' ↓ P ← .01*P

5' → $\Delta = .01P * \frac{6}{5} = .012 * P$

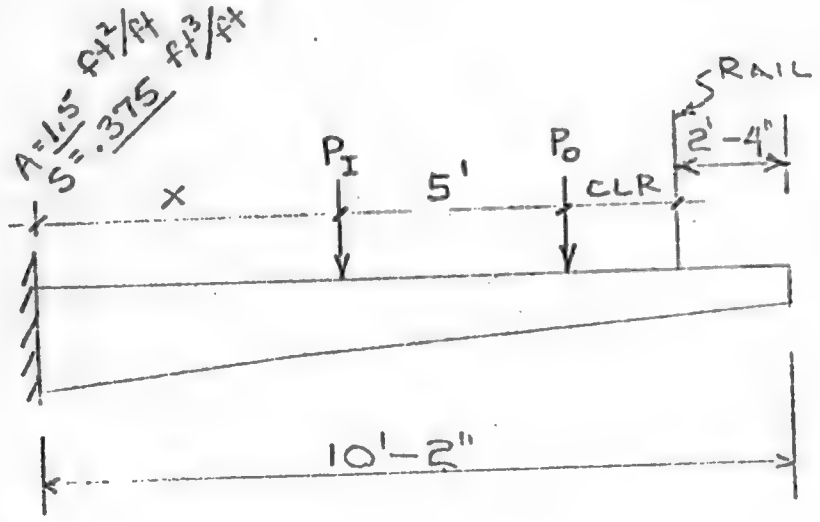
$P_i = P/2 \pm .012P = .49$

$P_o = P/2 \mp .012P = .51$

For our purposes, assum

$P_I = P_o = \frac{21700}{2} = 11000^{\#}$

CHECK ROLLING MOME
LATER, WHEN IMPA
AND SPEEDS KNOW




Determine CLR value to produce live load at maximum allowable.

$M_{DL} = -16^{K-1/1}$

Bike Live $= -3.6^{K-1/1}$

Prestressing $= 75^{K/1}$ $M_{P/S} = +35^{K-1/1}$

Total stresses without lrv:

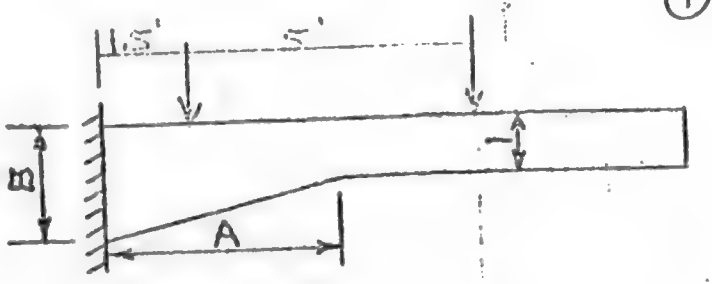
$$Top = \frac{75}{1.5} + \frac{35 - 16 - 3.6}{.375} = 91.07^{KSF}$$

(50) 41.07

$Bot = 50 - 41.07 = 8.93^{KSF}$

Allow LRV moment for "0" stress $f_{top} = 91.07 * .375 = 34.2^{K-1/1}$

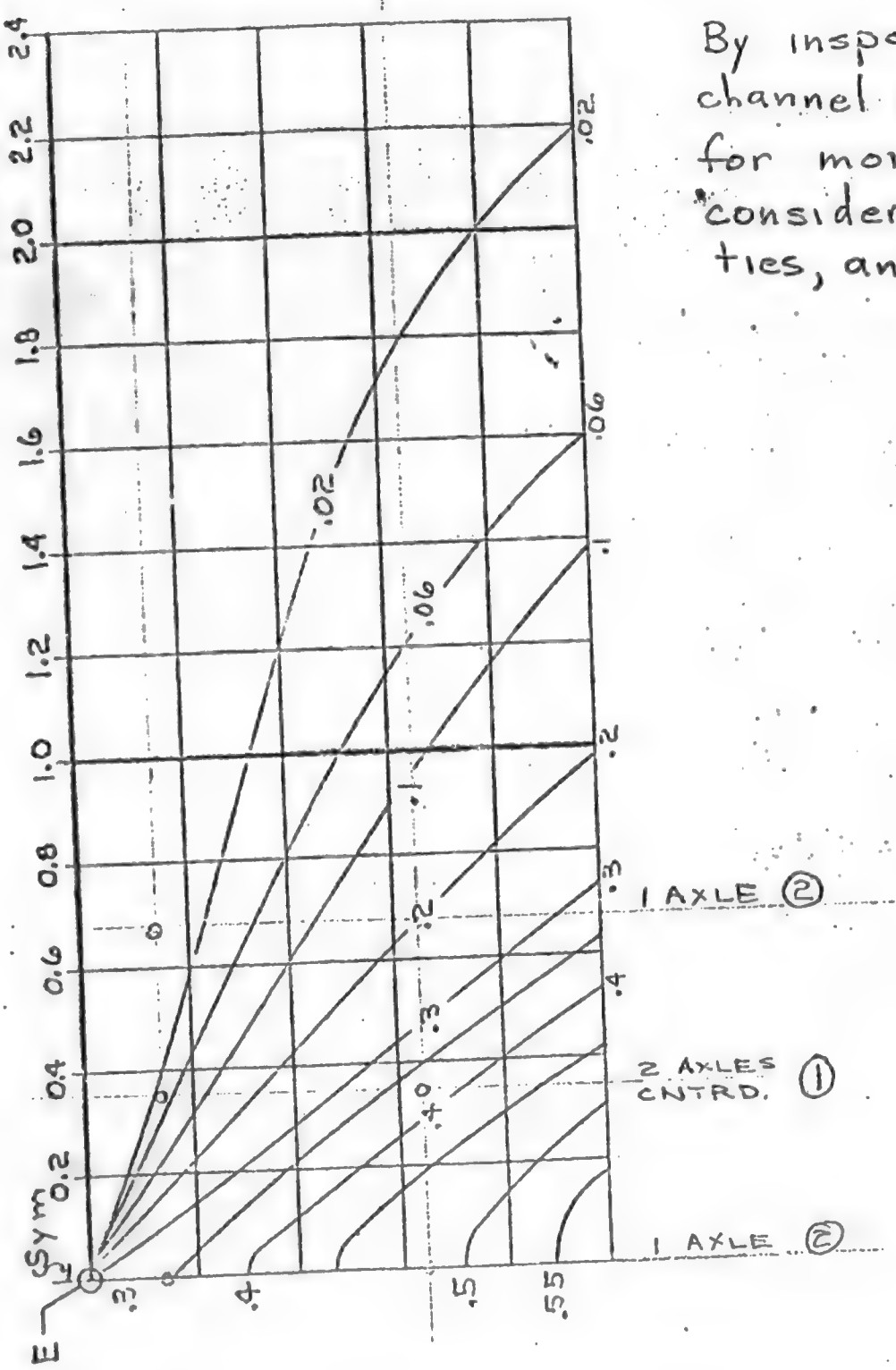
Try Clr = 1.5' (X = 8' - 6.5' = 1.5')




① $M = 11^{K} * 1.3\,(\text{impact}) * (.42 + .03) * 2$
$= 12.9^{k\text{-}1/1}$

② $M = 11 * 1.3 * (.35 + .48 + .01 + .2)$
$= 14.9^{k\text{-}1/1}$

By inspection, our north channel overhang is OK for moment, even allowing considerable for impact, ties, and track.

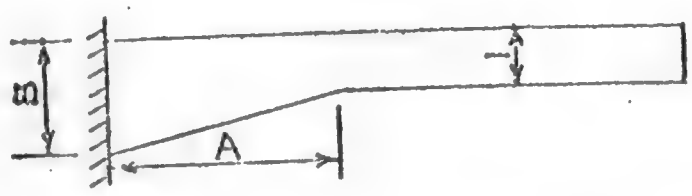



OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

CANT. INFLUENCE FACTORS
MOMENTS AT E
A = .2 B = 2.

APPROVED:
BRIDGE ENGINEER
BRIDGE NO. 9555
DATE 6-11-79 DRAWING NO.
DRAWN P. R.

Shear for cLR = 1.5' (ref sht 4)

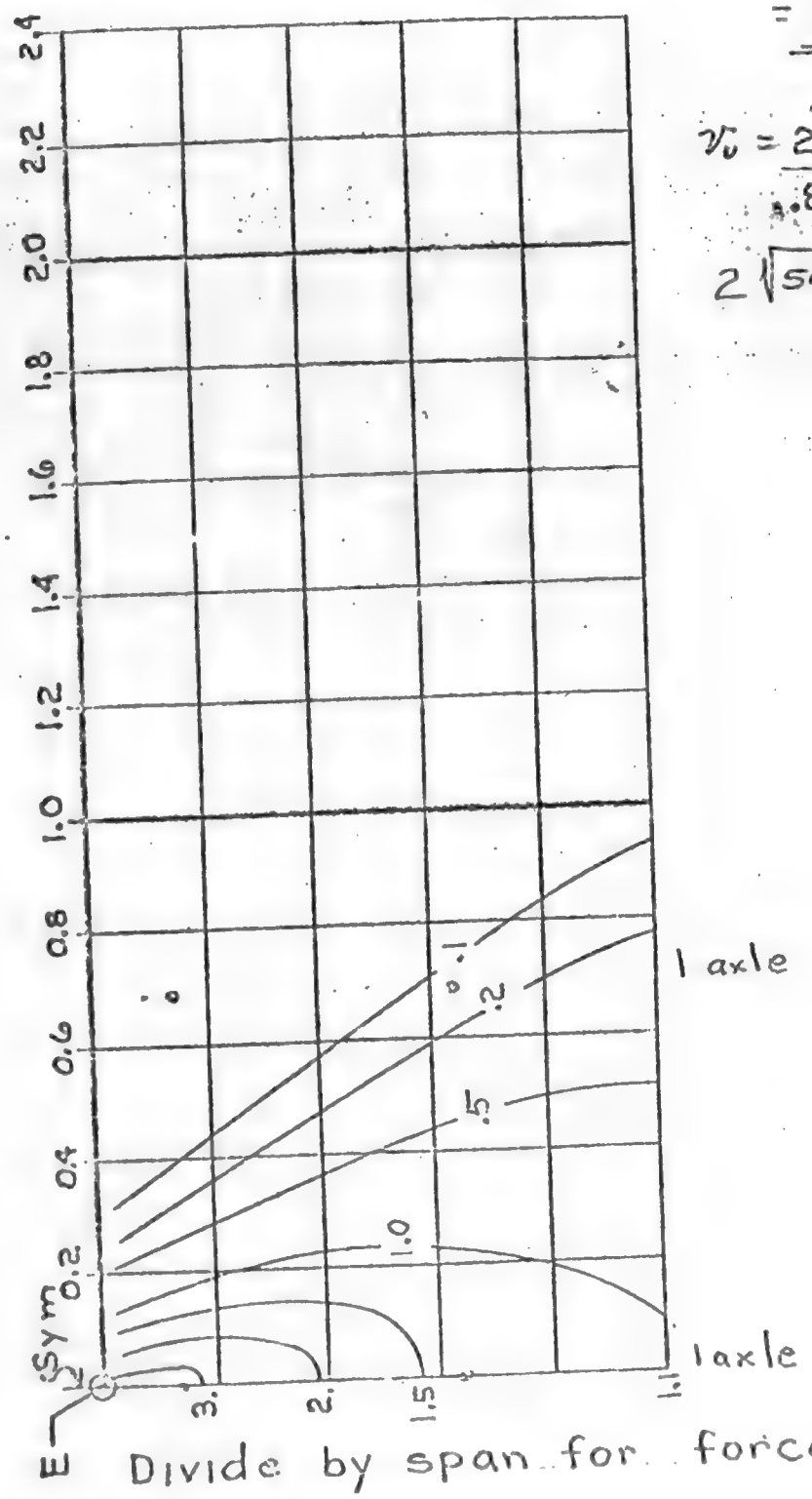



$P_v = 11 * 1.3 * (3.1 + .1 + 1.4 + .2) / 10$

$= \underline{6.8}\ ^{K}/_{1}$

$v_v = \dfrac{2.2 * 6.8\ ^{K}/_{1} * 1000}{.85 * 12 * (18-4)} = \underline{105}$ psi

$2\sqrt{5000} = 140$ psi $> 105$ psi $\underline{OK}$




Divide by span for force/length.

| | |
|---|---|
| OREGON STATE HIGHWAY DIVISION<br>BRIDGE SECTION | APPROVED:<br><br>BRIDGE ENGINEER |
| CANT. INFLUENCE FACTORS<br>SHEARS AT E<br>A = .2 B = .2 | BRIDGE NO. 9555<br>DATE 6-11-79 DRAWING NO.<br>DRAWN P. R. |

File COL. R. - LIGHT RAIL - Overhang County

Calculations by PR Date 1-24-80 Bridge No. 9555

WASHINGTON APPROACH

14' OVERHANG:

From D&W calcs, $M_{LL} = 31^{K-1/1}$ 2:1 haunch

12' OVERHANG, $M_{LL} = 20^{K-1/1}$

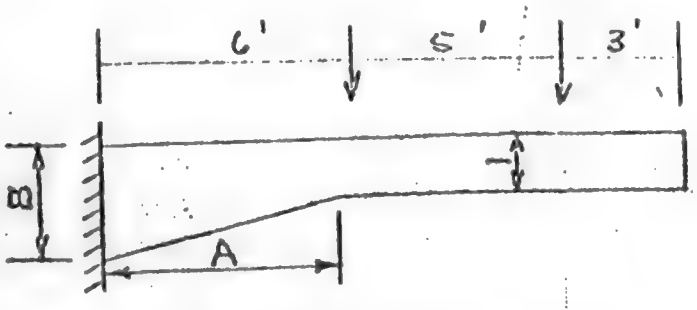
FOR CLR = 1.5' $X = 14 - 3' - 5' = 6'$ 14' OHG

CLR = 1.5' $X = 12 - 4 - 5 = 3'$ 12' OHG

# Col. R. - Wash. App. Oring for LRV

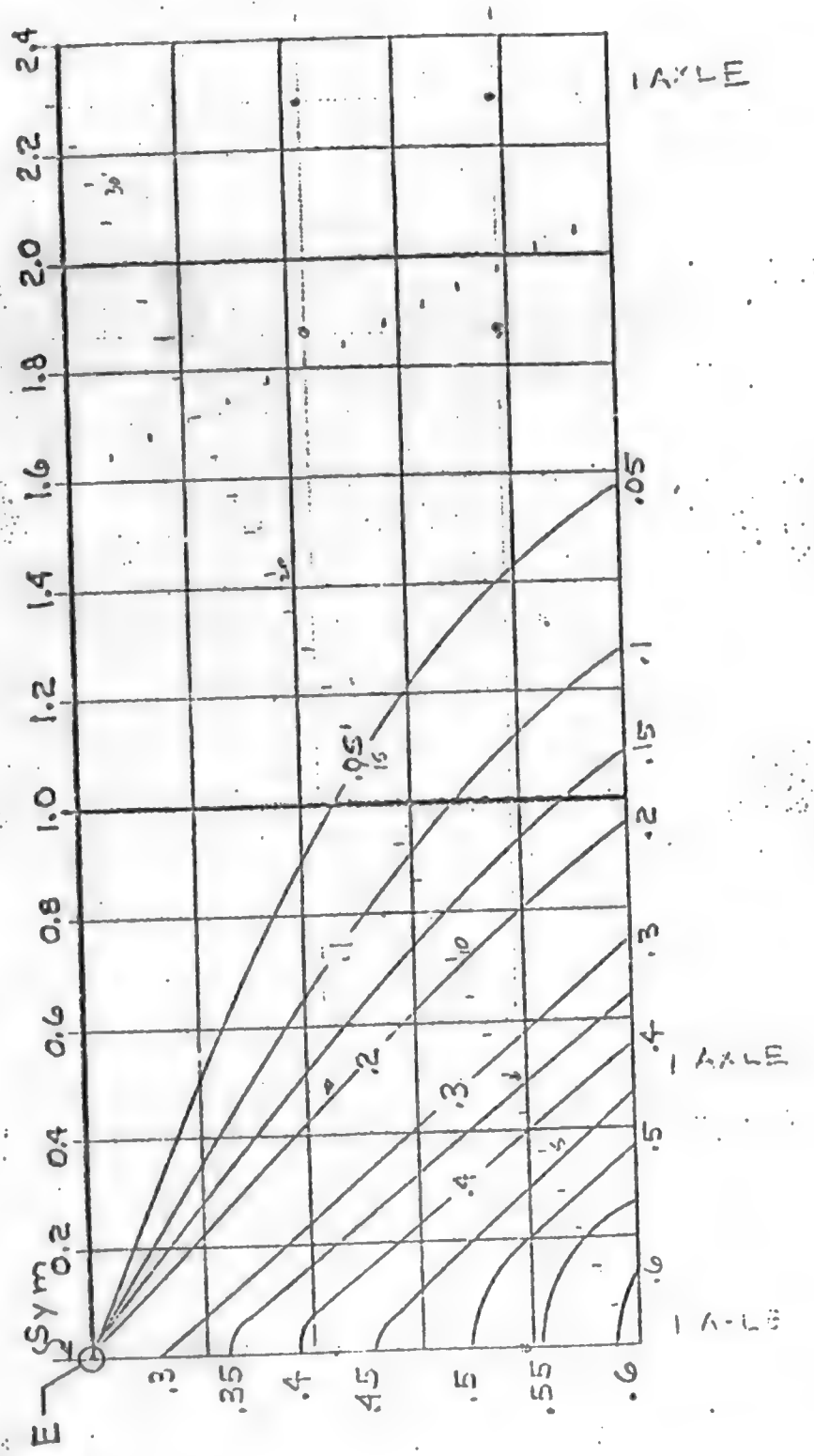
R 1-24-80

## 1' OHG




$M = 11 * 1.3 * (.43 + .54 + .2 + .35)$

$= 21.74 < 31^{K-1/1}$ Ok




OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

CANT. INFLUENCE FACTORS
MOMENT AT E
A = 1. B = 2.

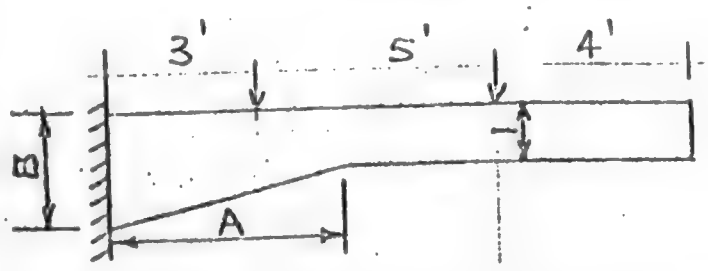
APPROVED:

BRIDGE ENGINEER

BRIDGE NO. 9555
DATE 6-13-79 DRAWING NO.
DRAWN P. R.

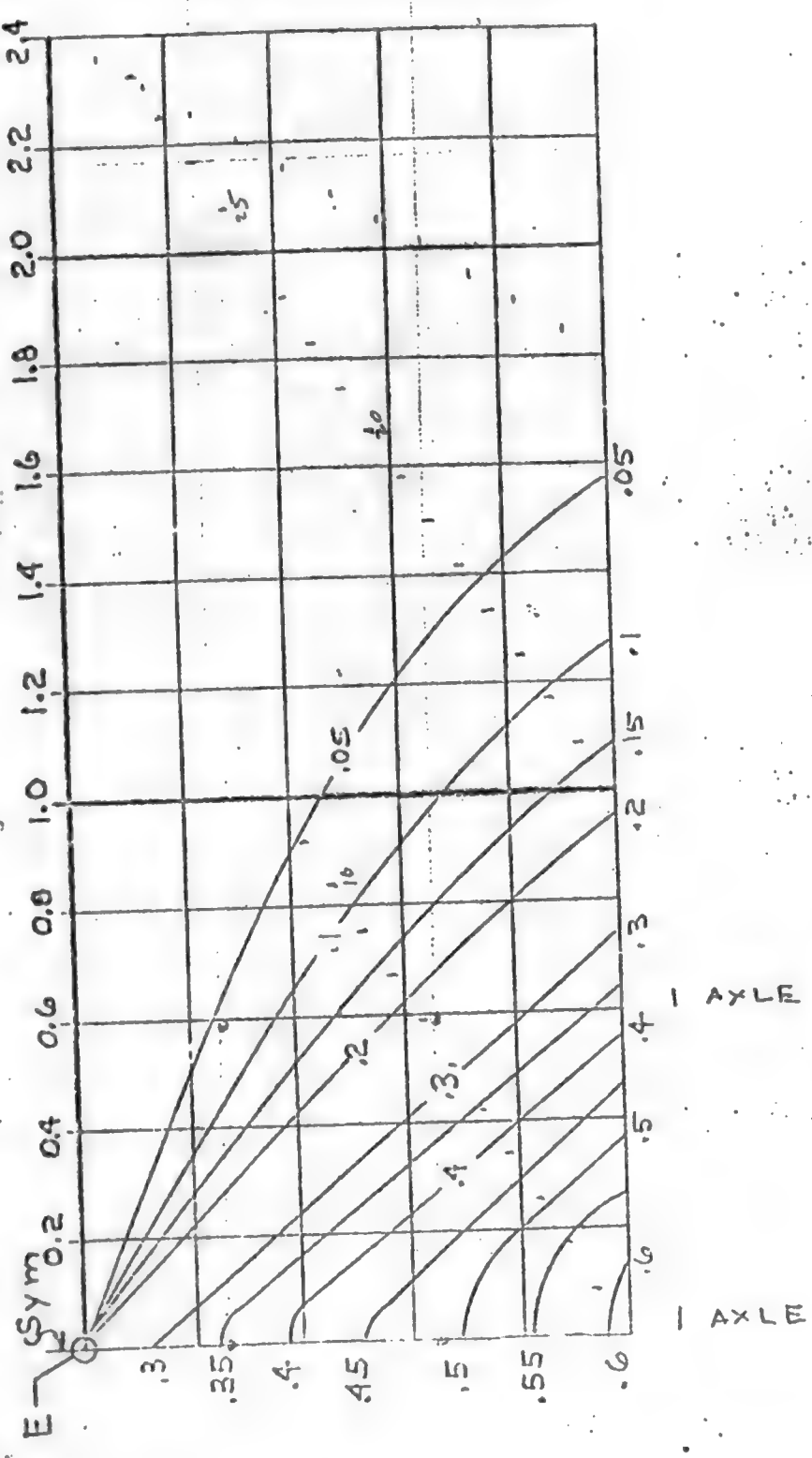
Col. R. - Wash App. Ohng for LRV  R 1-24-80

## 12' OHG




$M = 11 * 1.3 * (.36 + .49 + .24 + .06)$

$= 16.4 < 20$ OK




OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

CANT. INFLUENCE FACTORS
MOMENT AT E
A = 1.  B = 2.

APPROVED:

BRIDGE ENGINEER

BRIDGE NO. 9555
DATE 6-13-79  DRAWING NO
DRAWN P. R.

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet 8

Detail COL. R. - LIGHT RAIL - OVERHANG County

Calculations by R Date 1-25-80 Bridge No. 9555

By inspection, all overhangs will be OK.

Job Col. R - LRV Study - Spans 250'± County

Calculations by R Date 1-25-80 Bridge No. 9555

SP-7716-01

## Compare Longitudinal Frame Values

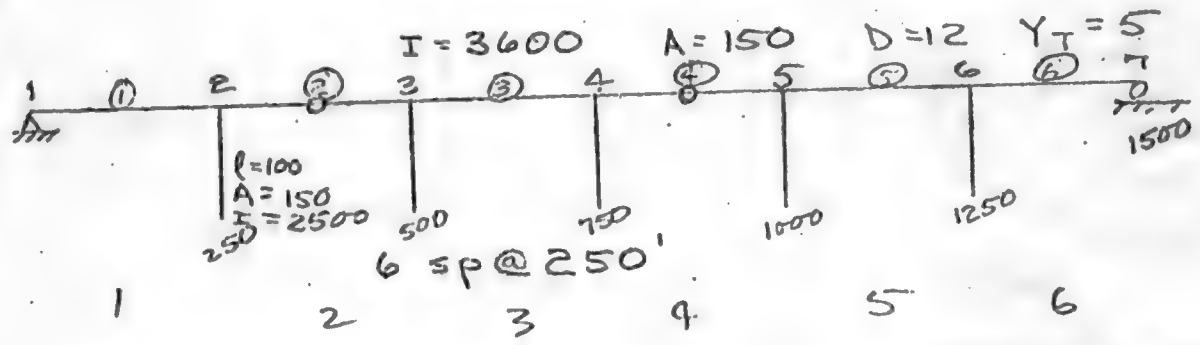
Base Value = 1 lane of HS 20

Check continuous train = $w = 130^K / 92' = 1.4\ K/ft.$

2 cars ↓32.8' ↓32.8' ↓26.2' ↓32.8' ↓32.8' P = 21.7 K/axle

250' span series

USE E = 5500

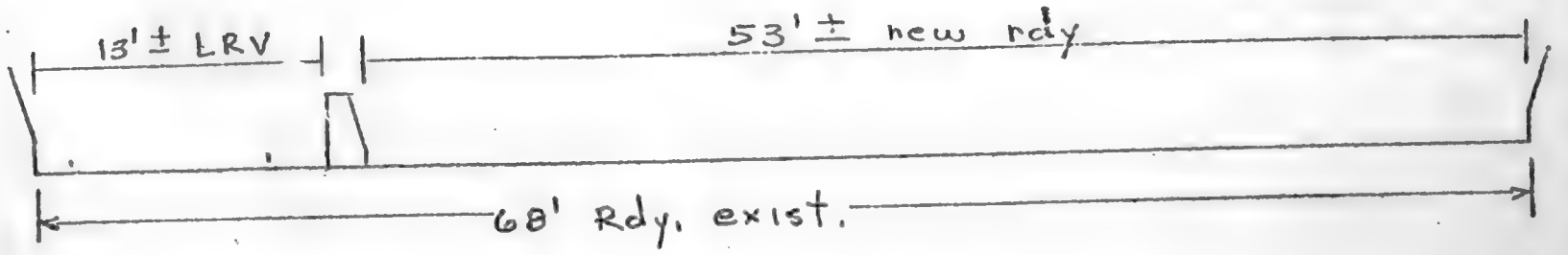



COMPARISON OF LRV w/o imp. to HS 20 w/ imp

| Point Force | Design Value | Single LRV / Ratio | Continuous LR |
|---|---|---|---|
| 5L mom | -7915 | -5254 / .66 | -12523 / 1.5 |
| 5L shr | -135 | -91 / .67 | -205 / 1.5 |
| 5R mom | -6995 | -2605 / .37 | -11237 / 1.6 |
| 5R shr | 145 | 90 / .62 | 224 / 1.5 |
| ⑤ mom | 3433 | 2464 / .72 | 5179 / 1.5 |
| 6R mom | -6050 | -3641 / .60 | -9924 / 1.6 |
| 6R shr | 149 | 102 / .68 | 232 / 1.5 |
| ⑥ mom | 4780 | 3586 / .75 | 7352 / 1.5 |
| 7L shr | -103 | -78 / .76 | -144 / 1.4 |
| Col 5 mom | 4107 } no imp | 2648 / .64 | 7746 / 1.8 |
| Col 5 axial | 205 } | 119 / .58 | 399 / 1.9 |

Col. R. - LRV Study - Lane Placing

PP 1-29-80 9555

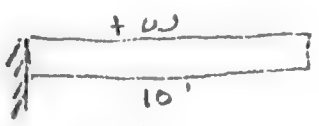



A 53' roadway can handle 4~12' design lanes
with allowable AASHTO reductions = .75 * 4 = 3 lanes

By inspection of page 9, we would be within AASHTO limits for a continuous train without impact or significant dead load.

If dead load is significant, cars must be operated singly, and impact should be investigated.

From p. 7, dead load will be limited by overhang - thus, $M_{DL}$ (max) = 5 k-ft over design value.




$M = w * 10^2/2 = 5$ $+w_{max} = .1$ k/ft

Adding original 25 psf, max dead ≅ 120 psf

8905

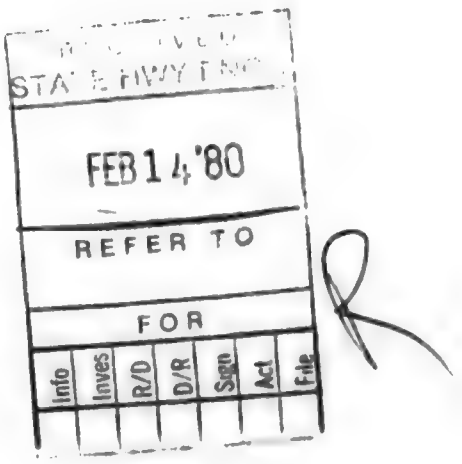
VICTOR ATIYEH
GOVERNOR

# Department of Transportation
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

CON 5
8905

Your File
HBR-OR




February 13, 1980

TO Glen L. Green
Division Administrator
Federal Highway Administration

FROM Walter J. Hart ORIGINAL SIGNED
Bridge Engineer WALTER J HART

SUBJECT Cold Weather Cracking
Piers 11 and 26
Columbia River (I-205) Bridge
Contract 8905

Groves-Atkinson has been advised that all work completed to date at the pier tables at 11 NB and 26 SB is unacceptable due to cold weather cracking. The conditions for the possible future acceptance of this work are essentially the same as those outlined in paragraph 2 of your letter of February 11, 1980 on this subject.

The extent of the cracking and delamination will be investigated by visual observation, sounding, and coring. Two cores have been taken at the south end of the Pier 11 pier table. These cores do not reveal any cracking above the loop tendons in the concrete contained by the tendons. At least two additional cores will be taken at Pier 11 to identify damaged areas in the webs prior to proceeding with any repairs.

There are hairline cracks exposed on the surface of the webs roughly following the profile of the loop tendons.

We are also looking into the possible use of ultrasonic equipment for checking out cracks before grouting and for confirmation of success after grouting. There may not be ultrasonic equipment available that will handle this type of assignment.

The bottom slab of the pier table at both 11 NB and 26 SB show delamination in the plane of the bottom reinforcing mat at the loop tendons. There are visual signs of moisture in areas of the bottom slab. The specialist hired to do the repair work feels these areas can be repaired by epoxy injection.

The repair procedures proposed by the contractor are outlined in his letter of January 31, 1980 (copy of letter attached). Those areas where the

concrete has been visibly displaced or where the cracking is severe, such as at the southeast corner of the Pier 26 pier table, will be removed and replaced.

The repaired area will be cored after completion of the work to insure that all detectable cracks are repaired. If the repairs do not produce satisfactory results the defective concrete will be removed in its entirety. Any approval of the repairs will be conditional subject to satisfactory performance during the remaining stages of construction.

The problem of the cold weather cracking at the loop tendons and the proposed repair strategy have been discussed with Professor Gerwick. He concurs with the basic approach being followed. He did suggest consideration of a capillary epoxy that will do a better job of seeking out the extremities of any cracks. Professor Gerwick has had considerable experience with similar repair problems on North Sea drilling platforms. His input and concurrence on repairs will be solicited before a conditional approval will be given the contractor.

WJH:dh

cc /w/ Groves-Atkinson letter of 1/31/80
H. S. Coulter
E. S. Hunter
C. T. Keasey
E. L. Hardt
A. C. Harwood

Los Gatos, CA 95030
(408) 866-5000

Mr. Rich Kelly
Groves/Atkinson
P.O. Box 4556
Vancouver, WA

Subject. Columbia River Bridge
North Channel Superstructure
Damage due to frozen water in ducts

Dear Mr. Kelly;

Mr. Gene Dixon of Hamilton Construction Company inspected the damage at Pier 26 with us at 2 P.M. on January 31, 1980.

At 4 P.M., we had emptied the center row of ducts and one duct at the S.W. corner. The remainder should be emptied quickly on Friday morning. All ducts thawed so far have been watertight with the exception of one at the center row, North end. We propose the following remedial measures:

1. Install stress and grout vertical tendons in all locations except the group at S.E. corner and possibly some at the N.E. corner.
2. Pour a quantity of alcohol into the ducts after all water has been removed, then blow dry with air. This should clear moisture from surrounding cracks if there are small leaks in the ducts.
3. Seal all cracks at the face of the concrete with resin; drill and install pressure grouting points.
4. Pump resin into cracks. If significant leakage occurs underneath between the concrete and the forms, perform operation in two or three stages, giving time for first stages to set up.
5. Monitor possible leaks in ungrouted ducts by pulling through an absorbent swab.
6. Stress and grout remaining tendons after the resin has had reasonable curing time.

We anticipate that sealing of the cracks will take two to three days. Pumping into the cracks will take a further week, possibly more. The wider cracks will be filled relatively easily, but some of the fine cracks may take longer.

The resin can be bonded and injected at temperatures even lower than 30°F. The time taken to penetrate fine cracks is improved as the temperature increases.

We would like to have all the cracks sealed before there is any possibility of further freezing after the expected thaw today.

RECEIVED
FEB 13 1980
BRIDGE SECTION

We ask you to check that the soffit form is tight against the concrete. We anticipate that there will be resin leakage between the concrete and the form. This may require grinding of the surface after the form is removed.

Mr. Dixon does not see any unusual difficulty in the process described above. We would like to have him start on Monday, February 4, 1980. We understand that Hamilton Construction Company has performed this kind of remedial work for the State of Oregon before and that the State has found their expertise to be acceptable.

When the cracks are satisfactorily grouted with resin, we believe that the structural strength will be restored to its original condition.

At times when no normal operations are being carried out at Pier 26 NB or SB, we will need your crane operator to remain to assist the remedial work crew. We would also like to make use of the dry shack on the barge to store the small amount of resin material out of the weather.

Very truly yours,

VSL CORPORATION
John W. Parkin
Project Manager

JWP/v

RECEIVED
FEB 13 1980

8905

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

# memorandum

Subject: Oregon Project I-205-7(66)
Fractured Pier Tables 11 & 26

Date: February 11, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer

We reviewed the cold weather cracking of Pier 26 SB concrete table for anchoring the segmental construction of the Columbia River Bridge. (We understand that the same condition exists at Pier 11 NB.) The freezing of the loop tendon ducts, which were apparently filled with water, has created a condition which is unacceptable now and may be impossible to repair adequately without considerable concrete removal. If other methods, such as epoxy, are used verification of success of possible grouting could be very difficult, but necessary. Since this is a major element of the structure caution is justified.

We feel that before any repair work is attempted, a procedure should be worked out to (1) outline the extent of cracking; (2) determine exactly how to repair the cracks; (3) determine an effective method to verify the repair; (4) if the repair is unsuccessful, what alternatives will be necessary.

Please study this difficulty carefully and let us know how you intend to proceed.

For G. L. Green

cc:
OSHD (W Hart)
Reg 1 (A Harwood)

RECEIVED
STATE HWY ENGR
FEB 12 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

w/att to Hart
w/o att to Harwood
2-12

2-13 cy

STATE COPY

cc: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 4 | Multnomah | Oregon |

IN COMPANY WITH

Al Harwood, Hohn Howard, OSHD

| DATE OF INSPECTION | INSPECTION MADE BY | PROJECT NO. |
|---|---|---|
| 2-7-80 | H. A. Schell, Div Bridge Engineer | I-205-7(66)315 |

Original Signed by
H. A. Schell
Division Bridge Engr.

| QUALITY OF WORK* | PROGRESS OF WORK | TIME ELAPSED | WORK COMPLETED |
|---|---|---|---|
| See below | Satisfactory | % | % |

## COLUMBIA RIVER BRIDGE SUPERSTRUCTURE

### Completed Work

Pier 11 The box girder Table on the NB roadway is complete.
The table on the SB is partially formed.
Pier 12 The box girder table is formed on the NB roadway
Pier 14 The pier capital is poured on the NB roadway and the table started.
Pier 26 The box girder table is poured on the SB roadway.
The bottom and part of the top slab of the box girder table is poured.

### Work in Progress

Pier 11 The contractor is preparing the table for the first cantilever section.
Pier 12 They are working on the box girder table.
Pier 26 They are in the process of pouring part of the top slab of the pier table.

### Comments

Pier 11 NB

At Pier 26 SB, the loop tendon conduits in the webs were full of water and froze during the cold weather. The freezing cracked the concrete particularily the exterior surfaces. Delamination can be sounded out in the bottom slab at the center web section. The extent of the delamination and cracks will be examined extensively and the data given to Mr. Gerwick for his opinion. There appears to be some separation between the conduits and the concrete at the bottom of the loops in some areas.

RECEIVED
STATE HWY ENGR
FEB 28 '80
REFER TO
Keasey
FOR
Info | Inves | R/D | C/R | Sign | Act | File

2-28 cf

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8905

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

# memorandum

Subject: Oregon Project I-205-7(66)315
Columbia River Bridge Superstructure
Closure Pours for Precast and
Adjacent Cast-in-Place Sections

Date: February 5, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer

The proposal for connecting the cast-in-place spans to the precast sections presents possible problems that we have not encountered to date. With much of the creep gone from the precast units because of pretensioning, any units age prediction for creep should be relatively easy.

With the cast-in-place members, this is not the case and differential creep and possible shrinkage due to age and lack of prestress time could present a variable condition with connecting both types of construction with a closure pour. The closure pour could crack if all data was not considered.

It is advised that the contractor keep a careful log of the "time history" of creep and shrinkage for both the precast and cast-in-place sections. Long term and varying creep characteristics should be carefully monitored and considered when finalizing the closure pours. It would appear desirable to provide for reinforcement to prevent any problems.

Creep and shrinkage should be verified by you in your normal engineering process as the project advances particulary in the closure pour described above.

For G. L. Green

cc:
OSHD (W J Hart)

RECEIVED
STATE HWY ENG
FEB 6'80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy All Harrison-FHA
Hart

# 8205

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

# memorandum

Subject: I-205-7(66)315
Columbia River Superstructure
Value Engineering Redesign

Date: January 23, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer

Attached are two sets of drawings 61-70-72, and 288-297 of the plan and elevation view and prestress forces of the Columbia River Bridge Superstructure. Also included is camber diagram for all spans. These are review details and if you or the Washington Office have any comments please let us know as soon as possible.

G. L. Green

Attachments:
Drawings

RECEIVED
STATE HWY ENGR
JAN 24 '80
REFER TO
Hart
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
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1-24
cy
w/att

8905

VICTOR ATIYEH
GOVERNOR

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 21, 1980

Division of State Lands
1445 State Street, N.E.
Salem, OR 97310

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JAN 21 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Attention: Earle A. Johnson

copy
8526
8862

Dear Earle:

Filling on Sand Island
Columbia River Bridge Contract
East Portland Freeway
Multnomah County

Your letter of January 3, 1980 and the December 24, 1979 letter of Mr. Brent O. Forsberg, Oregon Department of Fish and Wildlife, relating to "permit violations" and the "lapse of our previously well-established ability to communicate", concerns us very much. With our responsibility to construct and maintain the highway system for the State of Oregon, it is our intention to abide by all permit requirements and regulations that are intended to protect our natural resources.

Mr. Forsberg's letter refers to three separate permits: Numbers RP 2202, RP 2203 and RP 2731. Permit RP 2202 was issued for work near Lemon Island and Permit RP 2731 covered work in the South Channel. Permit RP 2203 was for dredging access channels to the bridge site and the pier construction of the bridge itself. Permit RP 2203 covered the bridge pier construction and the material that was side cast at Sand Island.

As you may recall, RP 2203 was issued in conjunction with the Department of Army Corps of Engineers' Permit, identified by Public Notice 071-OYA-1-001895. That Public Notice was part of and provided the detailed information on our application. Part of the work requested and approved under this permit was for "approximately 700,000 cubic yards of material to be removed and side cast for the bridge piers, the 34 concrete bridge piers within the waterway constructed, the riprap placed around the piers and the dredged material replaced over the riprap". Further requested and approved was the following stipulation concerning the final disposition of the excavated material: "depending upon material suitability, construction sequence, or economic or other factors, all excavated material may be utilized as described or allowed to remain in its side cast position". These conditions were recognized when the permit was issued. No disposal area was specifically prescribed.

It is my understanding the Division of State Lands has a part in the Corps of Engineers' permit-issuing process. When this process is completed, it seems reasonable to assume all the stipulations stated in the Public Notice are approved. It seems reasonable that conditions imposed in a companion permit would not be in conflict with conditions of the Corps' permit for the same work.

The sequence of events that led up to the side casting problem follow:

On September 19, 1979, after a field inspection, the Corps of Engineers issued a Cease and Desist Order to the contractor for the side casting of excess material along the northerly edge of Sand Island. Their reason was that Sand Island is an unauthorized spoil area, thus violating Section 10 of the Rivers and Harbor Act of March 3, 1899, and Section 404 of the Clean Water Act of 1977.

The contractor replied to this on September 26, 1979, contending his operation was within the "literal terms or practical interpretation" of the permit.

By letter of October 12, 1979, the Corps of Engineers agreed with the contractor and formally withdrew their Cease and Desist Order issued September 19, 1979. Their letter of October 12, 1979 indicates they coordinated this situation after-the-fact with the Oregon State Department of Transportation and the Oregon Division of State Lands. The Oregon Department of Transportation approved of the placement of the material and felt the method used met the terms of the contract insofar as the dredging was concerned. The Oregon Division of State Lands requested that immediate steps be taken by Western-Pacific Dredging Corporation to stabilize the upstream portion of the disposal area by use of natural vegetation. We assumed from this request that there were no other objections.

The contractor's letter of September 26, 1979 states that their decision to side cast this material along Sand Island was made only after careful consideration of many factors. Among these are that by placing the material along Sand Island it would not be swept into the boating channel, it will provide a usable beach area, it will be stable, it would not have to be moved again by the next contractor and, probably most important, it has resulted in the least amount of environmental impact. These points are verified by the Port of Portland and the Portland Yacht Club.

Our review indicates that the fill on Sand Island under Permit RP 2203 was properly handled. The Corps of Engineers' Permit No. 001895, Columbia River Dredging and Filling, was reviewed by the Division of State Lands. The Oregon Division of State Lands'

Permit RP 2203 was a companion permit to the Corps' Permit No. 001895. The Corps of Engineers has agreed that the contractor was not in violation of the permit.

We appreciate your bringing this problem to our attention. We do hope that our explanation will satisfy the Oregon Department of Fish and Wildlife concerns about fill on Sand Island. If additional information is needed or a meeting with you seems desirable to further discuss the permit, please advise.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By ORIGINAL SIGNED BY DONALD L. TROUT

Donald L. Trout
Final Project Development Coordinator

Attachment

DLT:mw ja

bc H. S. Coulter
E. S. Hunter
C. T. Keasey
Ed Hardt
Al Harwood

VICTOR ATIYEH
GOVERNOR

# *Division of State Lands*

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

January 3, 1980

OREGON STATE
LAND BOARD

VICTOR ATIYEH
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

Mr. Don Trout
Dept. of Transportation
223 Transportation Bldg.
Salem, OR 97310

Dear Don:

The enclosed copy of the Oregon Department of Fish and Wildlife's December 24, 1979 letter regarding filling on Sand Island associated with I-205 permits and construction basically represents the Division's position regarding the disposition of the fill. It is unfortunate that somewhere along the line our previously well-established ability to communicate on these matters lapsed.

It is doubtful that significant environmental impacts have occurred. High flows of the Columbia River together with the gentle 5:1 slope should return the area to an acceptable condition.

Please contact me if you have any questions.

Sincerely,

WILLIAM S. COX
Director

Earle A. Johnson, Supervisor
Environmental Management Unit

EAJ:jms

Encl.

cc: Brent Forsberg, Oregon Dept. of Fish & Wildlife
Roy Schram, Corps of Engineers w/att

RECEIVED
ROAD DESIGN SECTION

VICTOR ATIYEH
GOVERNOR

*Department of Fish and Wildlife*
OFFICE OF THE DIRECTOR
506 S.W. MILL STREET, P.O. BOX 3503, PORTLAND, OREGON 97208

December 24, 1979

Mr. Earle Johnson
Division of State Lands
1445 State Street
Salem, Oregon 97310

RECEIVED
DEC 28 1979
DIVISION OF STATE LANDS

Re: OSHD, I-205 dredging violation

Dear Earle:

We have reviewed the material you sent on the referenced violation and have the following comment and recommendations.

If the Oregon State Highway Division disposed of dredge material on Sand Island 200 feet from the vegetation line during construction of the I-205 bridge, the action was in violation of one of the following permits:

PN 1913 (RP 2202): "material to be placed in highway fills or side cast,"

PN 3230 (RP 2202): "should be placed above the bankline." "Depositing the material within site O-111.6." (West end of Lemon Island),

PN 1895 (RP 2203): "may be sidecast for later use as backfill," or "shall be removed from the waterway and disposed of above the bankline," and "material will be placed on the upland... or side cast...", or

RP 2731 (PN 2714): "shall be deposited above the bankline behind previously constructed berms", and "placed directly into the roadway fill...".

In no instance was disposal destined for Sand Island within the permits.

However, the area in question is a Corps maintenance dredge spoil site designated in their 1978 plan as O-112.9. They further indicate that this is an erosion beach and spoils will be used for beach nourishment. Therefore, we would not recommend removal of the material, but;

1) No further filling or spoiling,

2) Contour the spoil material to conform with adjacent banklines, and

3) The beach slope shall be no greater than 5:1.

It is very disappointing to see such a violation where the dredged material is merely "thrown away", especially in light of the purpose of RP 2731, "to obtain 700,000 cubic yards for fill material." In fact, the agencies were asked to approve additional removal under this permit for the need of more material. It seems very inconsistent or uncoordinated then, to

see two permits for the same project, one for the disposal of dredge material and one for the use of dredge material. Our response to RP 2731 spoke to the need for that type of coordination.

If we could help you further please call.

Sincerely,

Brent O. Forsberg

Brent O. Forsberg
Staff Biologist
Environmental Management Section

BOF:sw

cc: Collins
DEQ

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPND-RF-2

19 Sept 1979

Western Pacific Dredging Corp.
ATTN: Mr. Roger Brown
P.O. Box 3320
Portland, OR 97208

RE: No. 003485-V1

Gentlemen:

On 20 August 1979, a field inspection by Corps personnel disclosed that dredged material had been placed along the northern edge of Sand Island, Columbia River Mile, 112.7. Sand Island is not an authorized spoil area, thus the placement of these materials is considered a violation of Section 10 of the River & Harbor Act of 3 March 1899 and Sec. 404 of the Clean Water Act of 1977. Although this work is presumably complete, this letter is to serve as formal notice to cease and desist any further placement of dredged materials in places not specifically authorized by permit.

Our administrative procedures require that we solicit comments from Federal and State resource agencies prior to completing our violation report. In order to make these comments meaningful, we require a written statement from you expressing the reason for placement of the materials, and any mitigating circumstances that prompted conduct of the work in a manner contrary to the Department of the Army permit. Please furnish us your comments within 10 days from the date of this letter.

Your prompt response will lead to a more rapid resolution of this matter. If you have any questions, please contact Mr. John Payne, telephone (503) 221-6995.

Sincerely,

for A. J. HEINEMAN
Chief, Navigation Division

CF:
State of Oregon
Dept. of Transportation
U.S. Coast Guard

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STATE HWY ENGR
SEP 20 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

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DOT DIRECTOR
SEP 20 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

CF: U. S. Coast Guard

8905

VICTOR ATIYEH
GOVERNOR

# Department of Transportation
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
CON 5

December 7, 1979

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle WA 98174

NOTED
E. S. HUNTER

Attention John Mikesell

Channel lighting on Columbia
River (I-205) Bridge
River Mile 112.7

Our project engineer has informed me that the intensity of the channel lights has been doubled. This should provide the two-mile visibility that was requested by the tugboat operator who contacted you.

We have contacted four companies that operate tugboats through the bridge area. All four said that they were not having a problem with the lights.

Walter J. Hart
Bridge Engineer

Paul A. Anderson
Office Engineer

PAA:dh

cc E. S. Hunter
A. C. Harwood

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TECHNICAL SERVICES
DEC 7'79
REFER TO
FOR
Info | Invest | K/D | D/R | Sign | Act | File

Form 734-3122

11-8-79 State Copy

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CC: STATE (H S Coulter)
Region 10-HBR-010
Wash DC (HNG-30)
Wash State FHWA-

**INTERMEDIATE AND FINAL INSPECTION REPORT**

*(Check appropriate box)* ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 3 | Multnomah | Oregon |

IN COMPANY WITH
OSHD - Harwood, Hart, Sollis, Jackman, Harris, Keasey

| DATE OF INSPECTION | INSPECTION MADE BY | PROJECT NO. |
|---|---|---|
| 11-8-79 | H. A. Schell, Div Bridge Engineer | I-205-7(66)315 |

| QUALITY OF WORK* | PROGRESS OF WORK | TIME ELAPSED | WORK COMPLETED |
|---|---|---|---|
| Satisfactory | Satisfactory | 17 % | *13 % |

## COLUMBIA RIVER BRIDGE SUPERSTRUCTURE

### COMPLETED WORK

Pier 11 - NB Capital column complete, Pier table, slab and walls poured.
SB Capital column complete
12 NB Capital column poured out
SB Capital column partially formed
23 NB Capital column poured out
SB Capital column partially formed
24 NB Capital column poured out
SB Capital column poured out
25 NB Capital column poured and bottom slab formed
SB Capital column poured and bottom slab formed
26 NB Capital column poured and bottom slab being formed
SB Capital column poured and bottom slab and walls formed

RECEIVED
STATE HWY ENGR
DEC 26 '79
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

12-26 def

### WORK IN PROGRESS

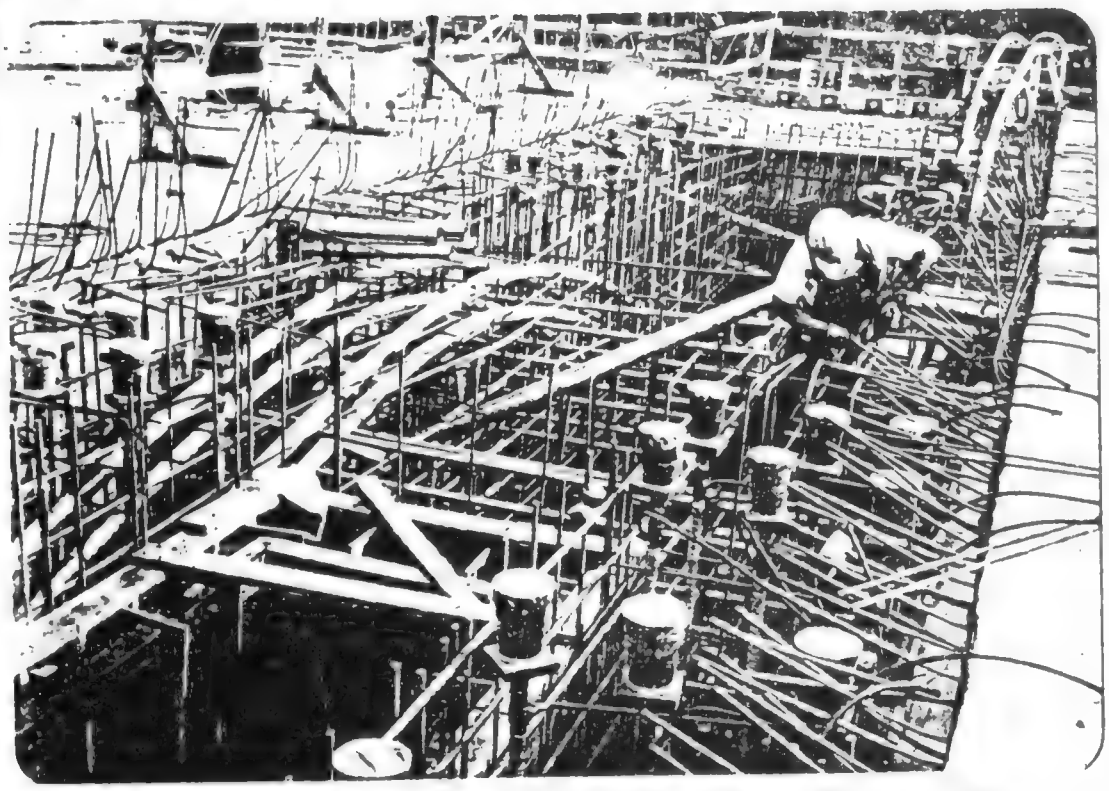
Pier 11 NB Placing reinforcing steel for the deck of the box girder
12 NB Placing forms for the pier table
14 Forming the columns
26 Forming the pier tables and placing reinforcing steel for the box girder anchor pour.

### REMARKS

The mock-up sections at the casting yard have been poured and some cables stressed. Loop tendons for the box section webs gave some tension cracking (believed to be a combination tensile and temperature stress). More steel will be placed to control the cracking. Some loop tendons were checked for stress and elongation. Many tendons were over-stressed considerably. Some were not stressed enough. An initial 2 kip surcharge will be placed on each tendon of a group to equalize the stress concentration.

Blister Anchors in Bottom Slab. Some cracking has also occurred in these anchors. This is attributable to improper placement of reinforcing steel around the anchor. The reinforcing will be pulled up close to the concrete surface around the anchor to correct the cracking.

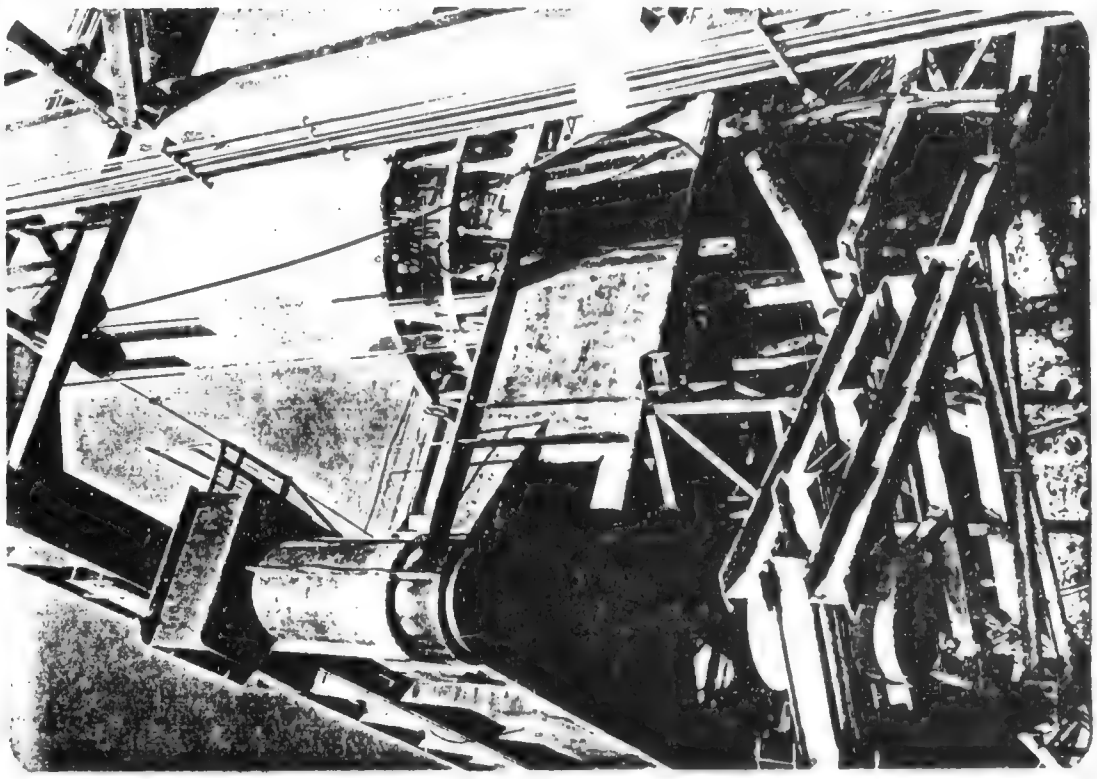
*Completed work does not reflect work in the contractor yard.



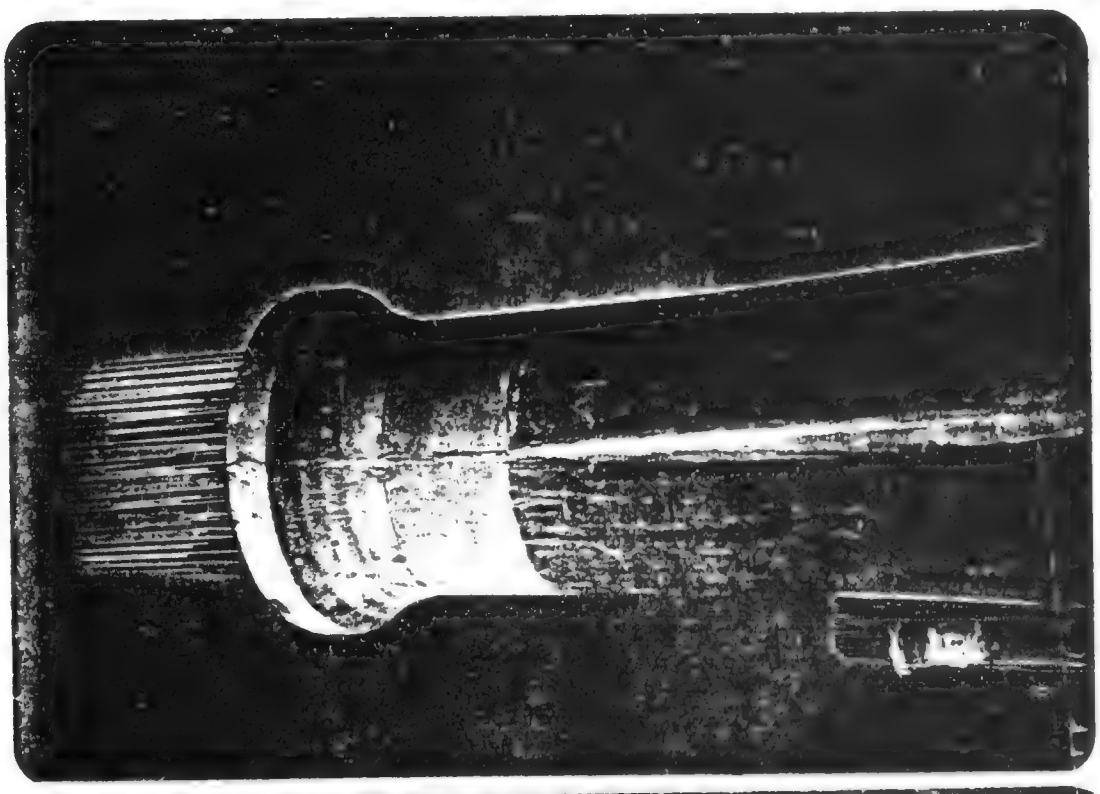
Pier-Beam construction, Pier 5. Note multi-directional prestressing.
N. Approach, Peter Kiewit Project

N Approach looking South box depth 17'.
Peter Kiewit Project

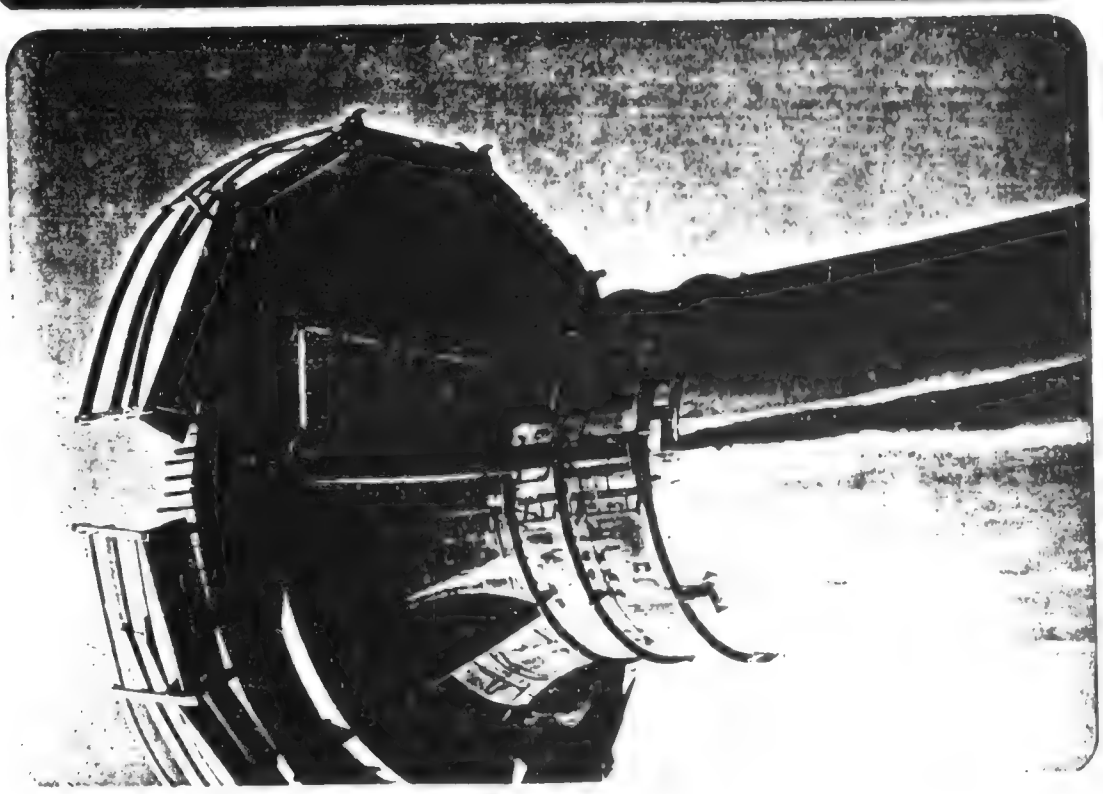
N Approach looking North 14' dia. hollow column Pier 6.
Peter Kiewit Project



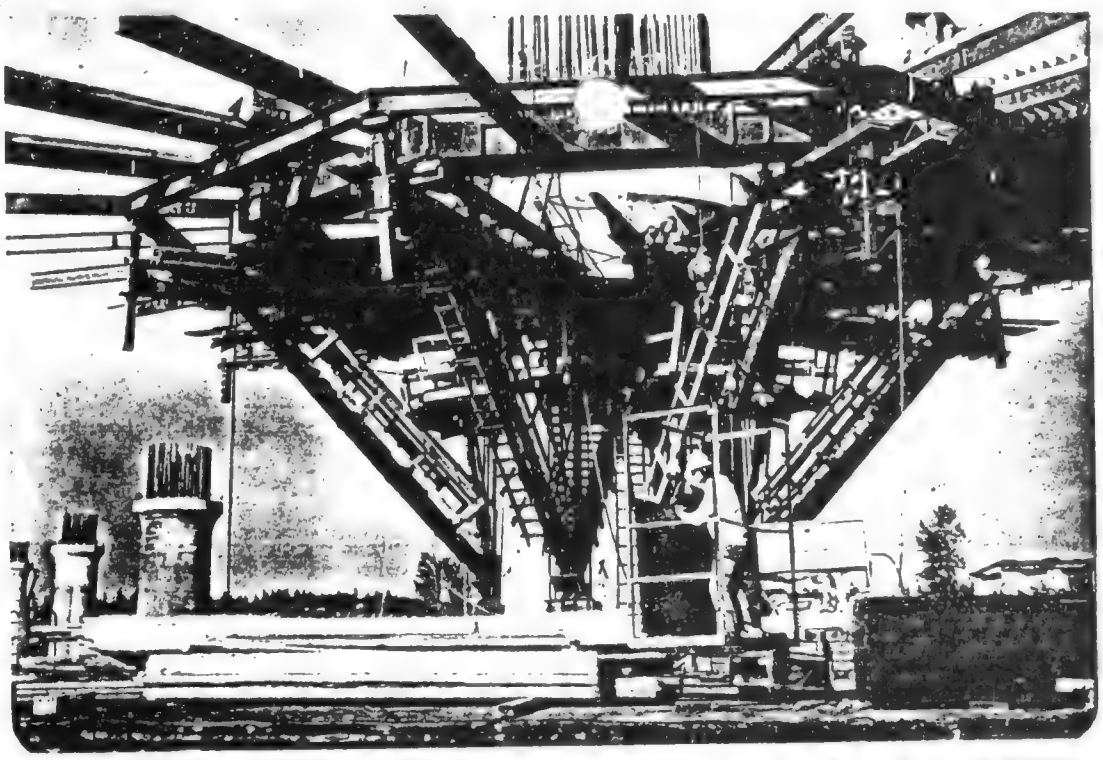
Removal of last bell pier form (Pier 19) Substructure contract main spans.



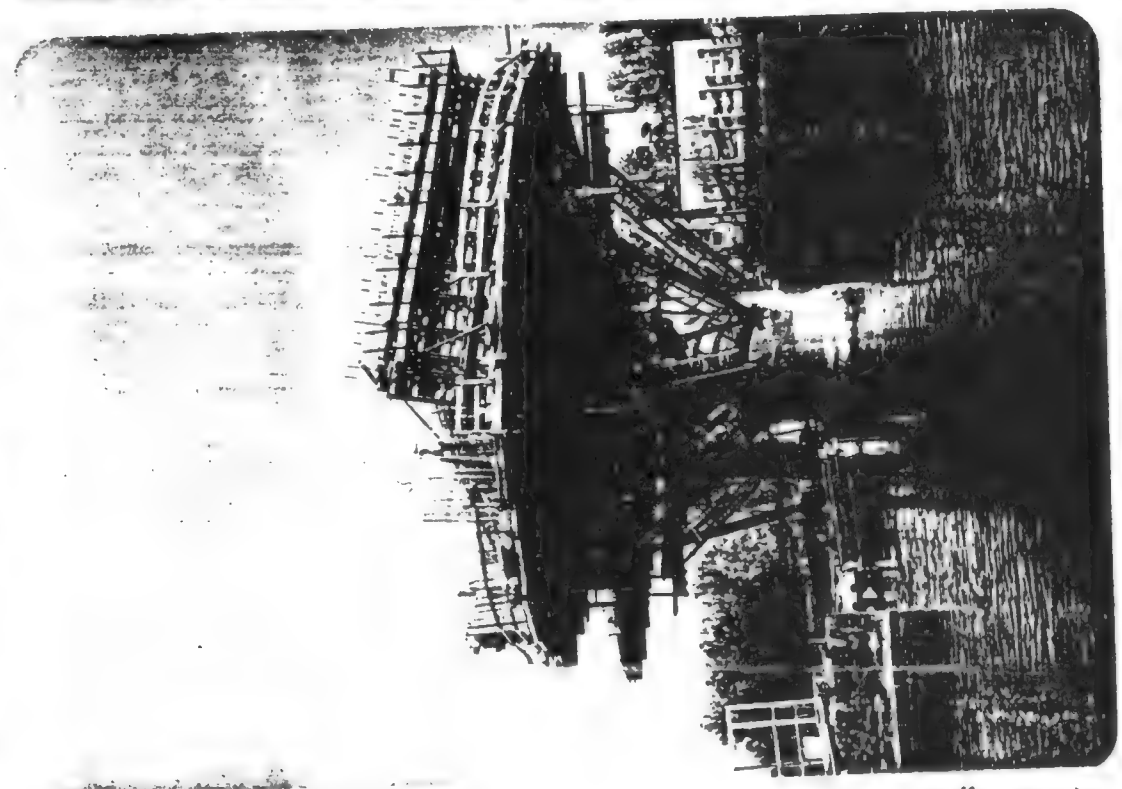
Completed pier from substructure contract.



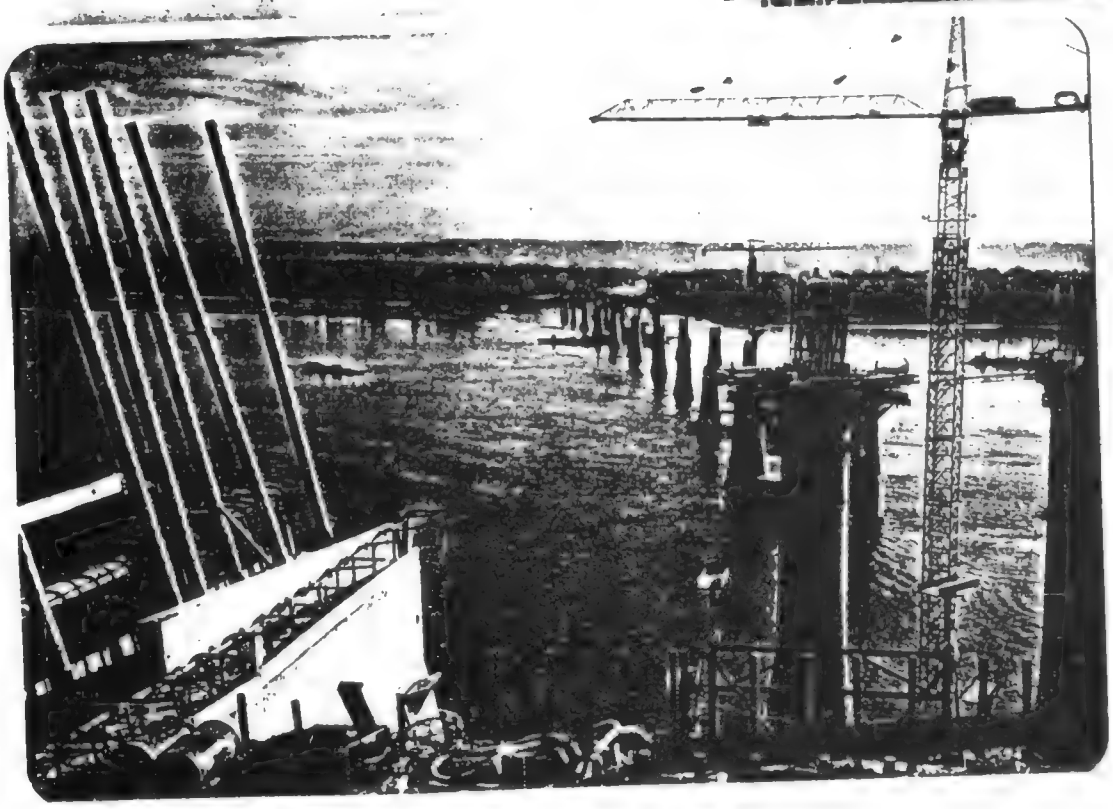
Placement of pier capital.



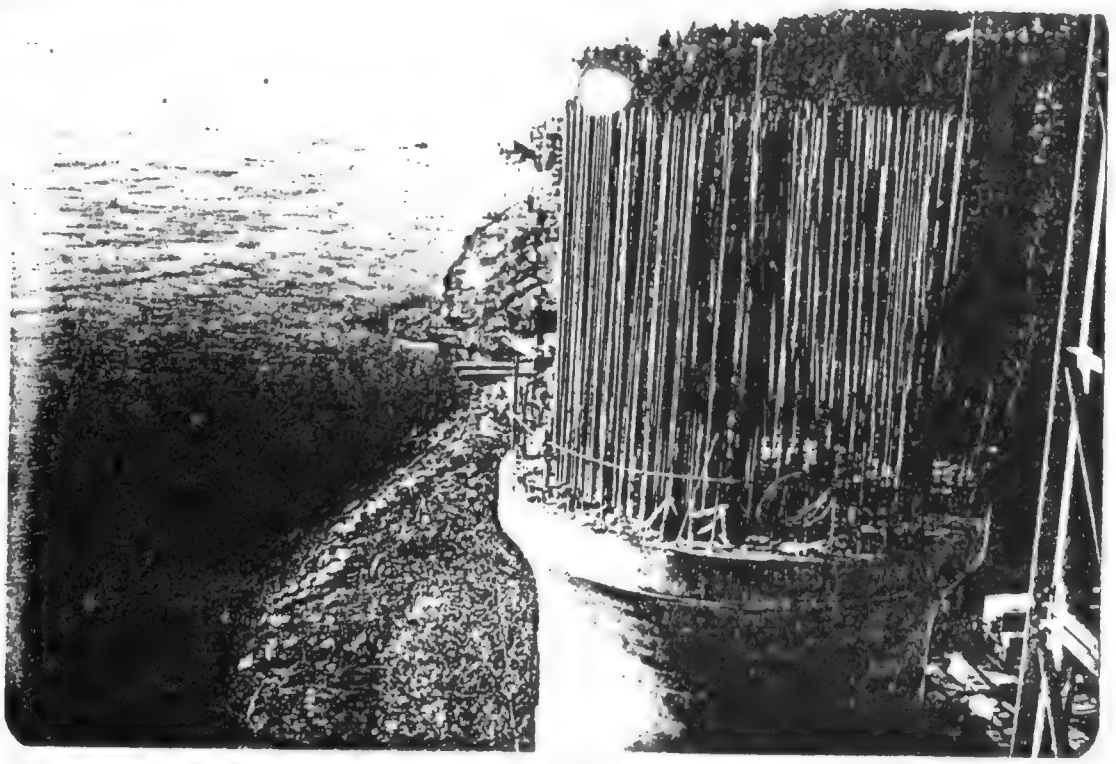
Pier 26 Construction NB



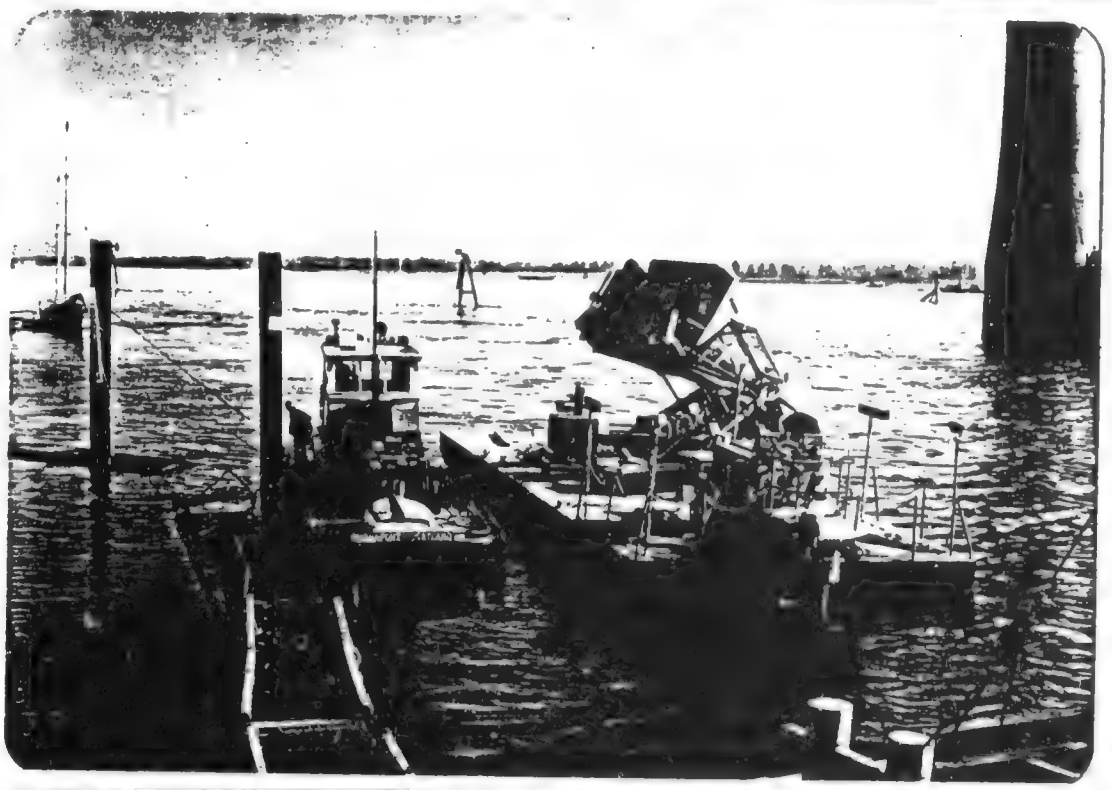
Pier 26 construction SB Pier table poured and walls formed



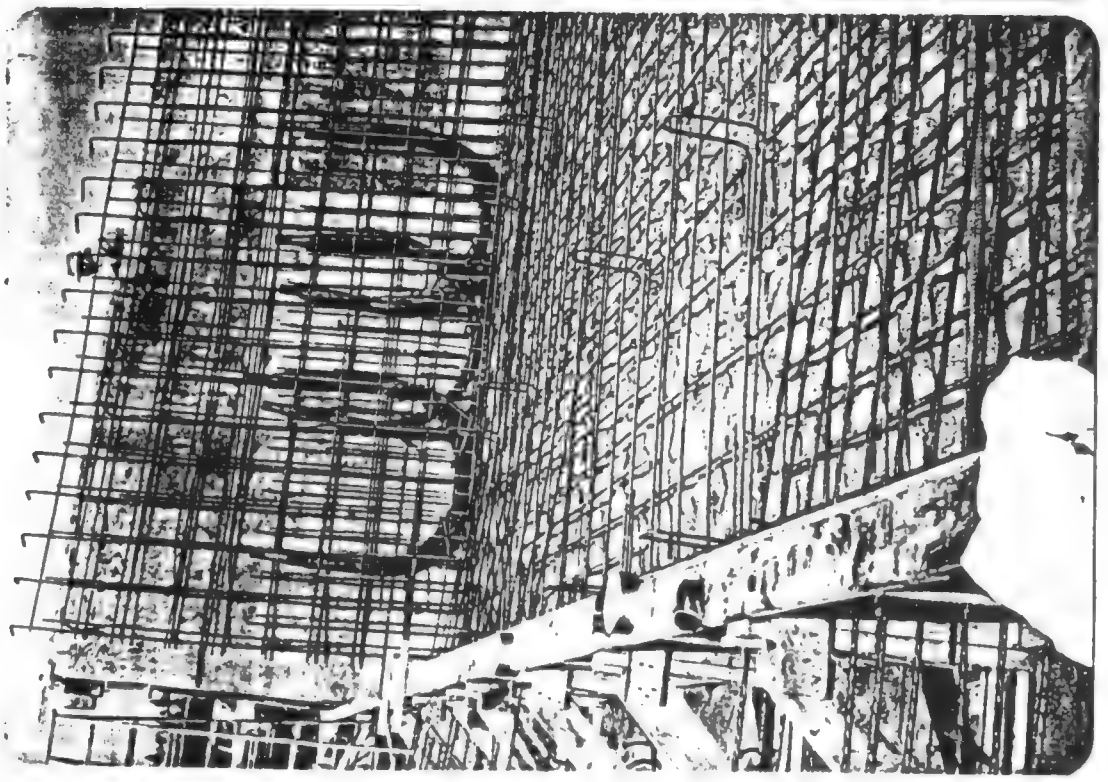
Looking South from Pier 11 table



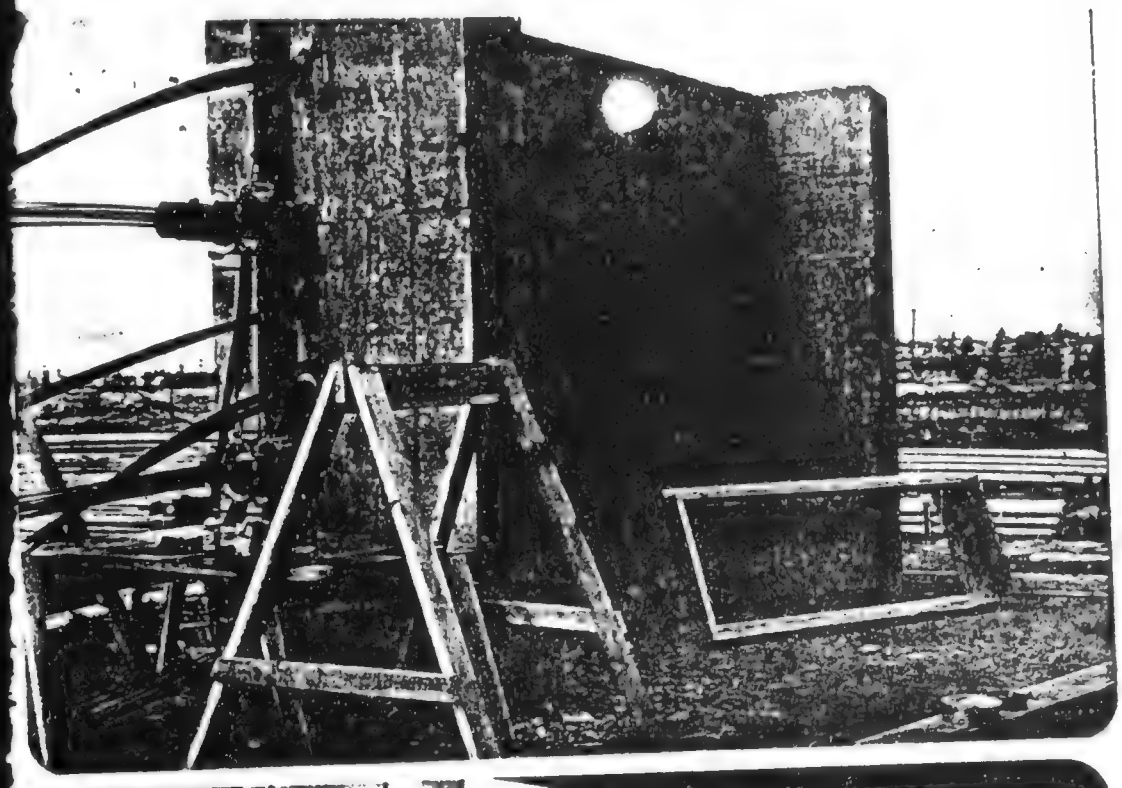
Reinforcing steel is top of Pier 11 SB



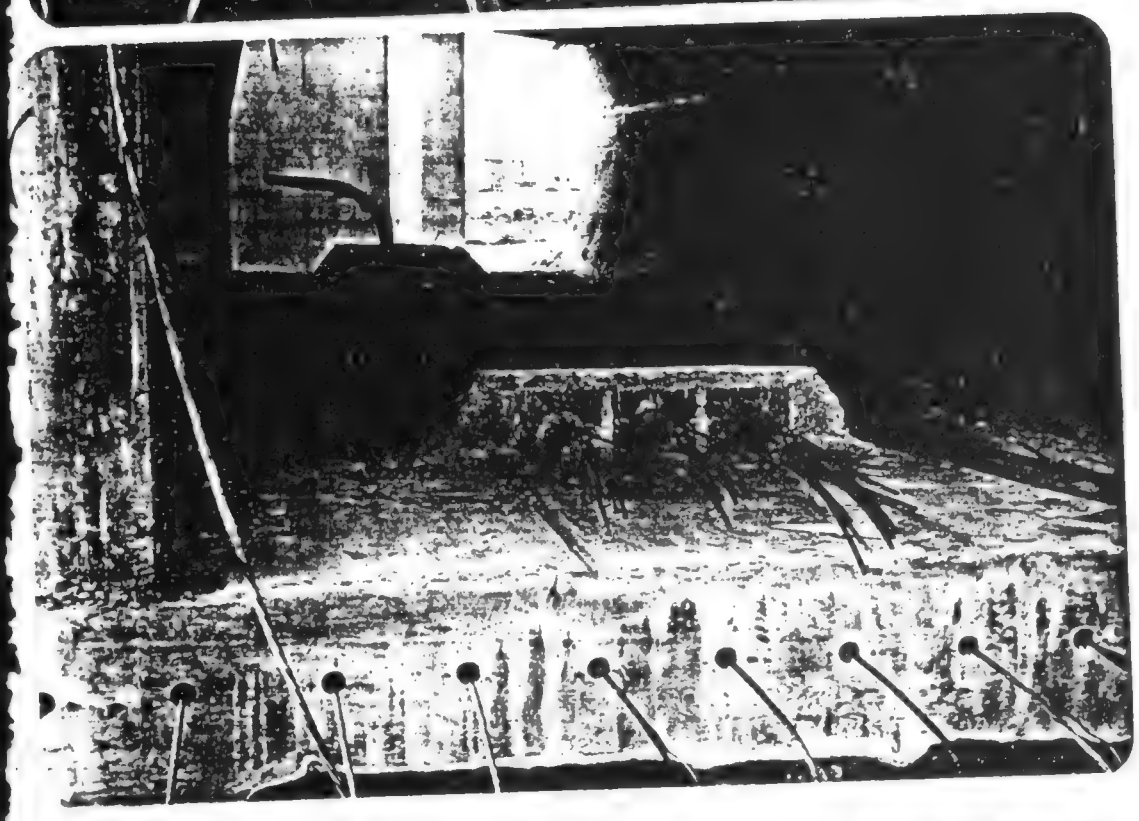
Concrete barge jitneys for pouring superstructure



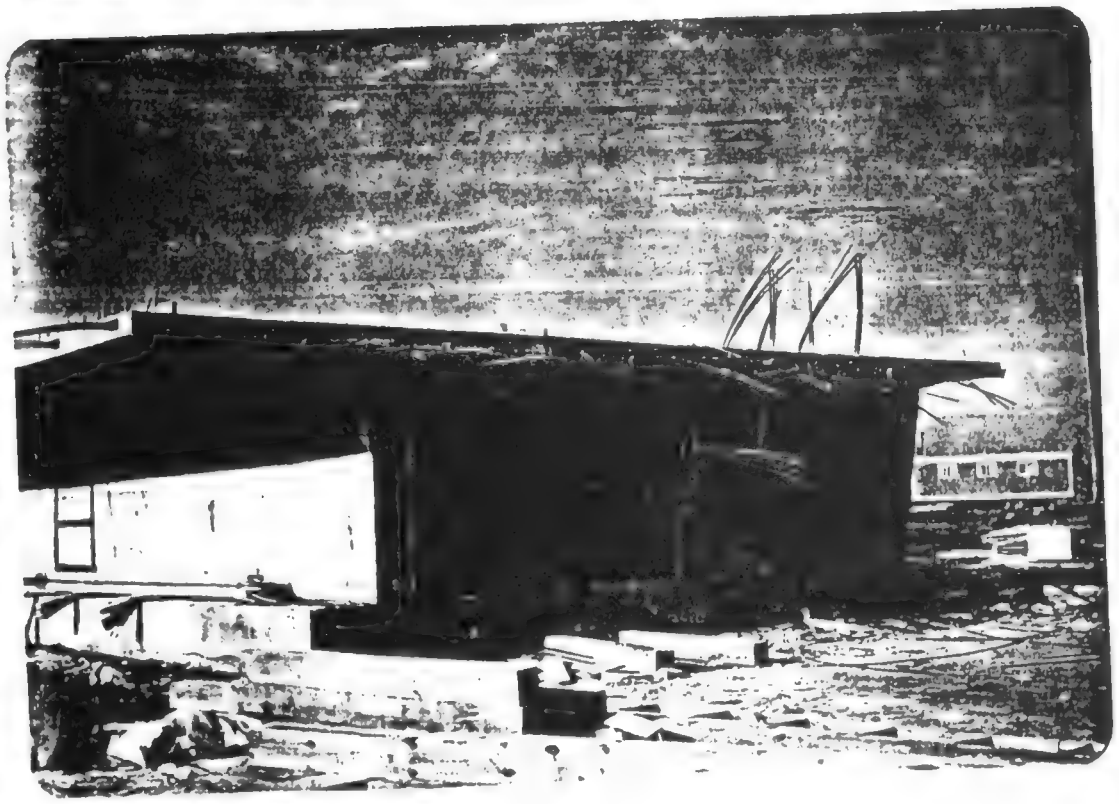
Mock-up form of precast segment
Note loop tendons



Poured and stressed mock-up. Some tension cracking observed.



Bottom slab blister anchorages of pre cast mock-up section. Anchorage cracking observed.



Completed mock-up section.

#8905

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project I-205-7(66)315
Columbia River Bridge
Bottom Flange Reinforcement

DATE: September 25, 1979

In reply refer to: HBR-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

I have requested an opinion from our Washington Office on Article 1.6.25, Precast Segmental Box Girders (B) Design of Superstructure.

"The bottom flange shall have a minimum reinforcement in both the parallel and transverse direction of 0.3% of the least flange section in the span. Distribution should be over the entire surface.

The parallel and transverse sections must support its own weight. In flexure, where tension reinforcing is required, reinforcing must develop 1.2 times the cracking moment on the basis of the modulus of rupture as specified in Article 1.5.26(A)(1).

For G. L. Green

CC:
OSHD (W J Hart)
Wash Office (F Sears)
Reg Office (R Tokerud)

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SEP 28 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

10-1 cy

DATE: September 21, 1979

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED BY H. S. COULTER
H. S. Coulter
State Highway Engineer

SUBJECT: Columbia River Bridge Special Equipment Gauges
Oregon Project I-205-7(66)315
Refer to: HBR-OR

This is in response to your memo of September 5 approving participation in the purchase of strain and monitoring gauges. We have the personnel needed to monitor the actions of the structure for the purpose of setting expansion devices and maintaining alignment. We are not prepared to pursue the research project outlined in the June 26, 1979, letter from N. O. Clary.

AH:bd jh

bc: E. L. Hardt
A. C. Harwood
D. H. Moehring
W. J. Hart

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Portland, Oregon
September 11, 1979

FROM: ALLAN C. HARWOOD

SUBJECT: Strain Monitoring
Columbia River Bridge

TO: H. S. COULTER

This is in response to the letter from G. L. Green asking assurance that we have qualified people to make use of the equipment we requested their participation in purchasing. I have requested two HE II's for my crew. One of them will be performing the monitoring and assembling of the data obtained to provide the information we need for field engineering.

We have previously advised the FHWA that interpretation and analyzing of data obtained in addition to what is needed for our alignment control is beyond our capabilities and construction needs. There will be a large amount of information generated which would be valuable in design of major concrete structures, however, these tasks would not normally be considered as construction engineering. We proposed in a letter dated July 31, 1979, copy enclosed, that the interpretations and analysis of the data be the second phse of a research project and an outside consultant be engaged for this work.

Attachments

cc: Walt Hart
Ed Hardt

Draft OK
R

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STATE HWY ENGR
SEP 14 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

July 31, 1979

Glen L. Green
Division Administrator
Federal Highway Administration
Equitable Center Suite 100
530 Center St N E
Salem OR 97301

Attention Herb Schell

Strain Monitoring for Columbia
River (I-205) Bridge
HCP-31
RFP-351-9

After reviewing the prospectus, enclosure No. 2 of your letter dated June 26, 1979, we find the scope of the study has been extended beyond that of our original proposal. Neither our manpower nor the anticipated funding would support the extensive, formal analysis and report outlined in the prospectus.

Although we feel the information would be of value for the design of major concrete structures, we cannot participate unless the scope of the project can be reduced or adequate funding provided.

Since much of the required data will be obtained under construction engineering control, a two-phase project might be appropriate. Phase I would consist of tasks A and B of the prospectus plus an informal report of the project results. Phase II would complete tasks C, D, E, F, and G of the prospectus.

Phase I would be performed using our own staff persons at an estimated cost of $25,000 research money and $95,000 construction engineering

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OREGON STATE HIGHWAY DEPT.
AUG 2 1979

monies. Phase II would be performed by an outside consultant after a review of the work desired and consultants available. A preliminary estimate for Phase II research money is $105,000. A copy of estimated costs is attached.

Please let me know whether or not this project will be pursued and what our response should be. Thank you for your help in this matter.

WALTER J. HART

Walter J. Hart
Bridge Engineer

Enclosure

cc A. C. Harwood /w/ encl.
E. L. Hardt /w/ encl.
Craig Ballinger, FHWA /w/ encl.

PROSPECTUS

"Temperature Distribution and Thermal Stresses in the Columbia River (I-205) Bridge"

## INTRODUCTION

Construction of the superstructure for the I-205 bridge crossing the Columbia River near Portland, Oregon, will begin in the Spring of 1979. This unique bridge will be comprised of parallel three-cell prestressed concrete box girders. The girders will be constructed by successively joining either precast or cast-in-place concrete segments. The longest of the bridge spans will be 600 ft. The depth of the box girders will vary from 12 ft at midspan to 32 ft over one of the piers.

Although the engineering criteria for designing such bridges is fairly well established, it is difficult to accurately predict the thermal stresses which may occur. Studies of other structures have indicated that a temperature differential between the top and bottom slab could create stresses equal to the design vehicle loading. Also, thermal stresses could influence the magnitude of long term stress losses due to creep of the concrete and relaxation of the prestressing steel. Current U. S. (AASHTO) bridge design codes do not provide adequate guidance for designers in this topic.

Because of the uncertainties associated with predicting/calculating the temperature distribution and thermal stresses for the Columbia River Bridge, the Oregon Department of Transportation is interested in conducting a field, laboratory, and analytical study to evaluate these parameters for the bridge. Since information of this type is needed for establishment of related criteria, which may be used by both Federal and State bridge engineers, the Federal Highway Administration is also interested in this study.

# STATEMENT OF WORK

## CONTRACT OBJECTIVE

To evaluate the magnitude and distribution of temperatures and thermal stresses in the Columbia River Bridge: with regard to the design assumptions, current code provisions, and expected structural behavior.

## SCOPE OF WORK

This work involves the instrumentation, during construction, of a new I-205 highway bridge over the Columbia River near Portland, Oregon, and the subsequent gathering and analysis of data to determine the extent of thermally induced structural stresses. The resultant findings shall be documented in a final report to include recommendations for new design criteria, if warranted.

## DELINEATION OF CONTRACTOR TASKS

In order to accomplish the objective of this contract, the Oregon DOT shall, as a minimum, perform the following tasks:.

Task A - Develop a plan for instrumenting the bridge and a schedule for recording data on the magnitude and distribution of temperatures and thermal stresses in the bridge. Show the coordination and interaction between the various research teams and their responsibilities.

Task B - Develop and maintain a computer-based file of data accumulated from the laboratory and field studies. The data file shall be arranged to facilitate subsequent analysis of the data. The data to be filed shall include, but not be limited to, the following:

1. Laboratory Tests:

    a. Compressive strength
    b. Creep
    c. Shrinkage
    d. Elastic modulus
    e. Thermal coefficient of expansion

2. Field Tests/Measurements:

    a. Temperature distribution
    b. Thermal strains
    c. Creep stains
    d. Deflection
    e. Axial deformation (if possible)

Task C - Reduce and analyze the data developed under Task B, prepare tables and charts which summarize the data analysis, and indicate trends in behavior.

Task D - Review the design assumptions and specific aspects of the structural design dealing with deformation and thermal stresses for the bridge.

Task E - Evaluate the characteristics and behavior of the bridge with regard to the laboratory and field data and the design computations. This shall include:

1. Comparison of the data with the design assumptions and computations.

2. Prediction of strains, stress losses, and deformation of the bridge; on both a short term and long term basis.

Task F - Develop recommendations for design criteria, based on the accumulated data and analysis, dealing with the thermal characteristics of the bridge.

Task G - The principal investigator shall attend an FHWA Federally Coordinated Program (FCP) national research review meetings and make a 30-minute presentation depicting the research effort and the findings under the contract. The location and date of this meeting will be provided by the contract manager at least 90 days prior to the conference. The contractor shall submit a draft copy of the presentation paper and related visual aid materials to the contract manager at least 30 days prior to the conference.

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: September 5, 1979

SUBJECT: Oregon Project I-205-7(66)315
Columbia River Bridge Special Equipment Gauges

In reply refer to: HBR-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

We will approve the gauges you have requested in Swan's letters of August 13 and 27th. Please note what you request is a significant project of reading interpretation and analyzing the data received. Please give us assurance that you have qualified people to perform these functions. It would seem appropriate to solicit the assistance of your Laboratory and Research Section who have had experience with such instrumentation. Since the work will go on for a considerable length of time the research personnel could add continuous valuable information to the project results.

A commitment such as this would also require a written report of the results of the instrumentation and analysis of data. We would expect such a report.

Original Signed By
VERNON V. CUSACK
Program Operation
Engineer
G. L. Green

cc:
OSHD (W J Hart)
OSHD (A C Harwood)

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SEP 6 1979

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8905 Chrontern

# INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | | Multnomah | Oregon |

IN COMPANY WITH
H. Harris, OSHD, A. Johnson and R. Tarbet

| DATE OF INSPECTION | INSPECTION MADE BY | PROJECT NO. |
|---|---|---|
| 9-20-79 | H. A. Schell, Div Bridge Engineer | I-205-7(66)315 |

| QUALITY OF WORK* | PROGRESS OF WORK | TIME ELAPSED | WORK COMPLETED |
|---|---|---|---|
| Satisfactory | Satisfactory | 13 % | 4 |

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STATE HWY ENGR
SEP 26 '79
REFER TO
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Info | Invest | R/D | Sign | Ret | File

## COLUMBIA RIVER BRIDGE
## NORTH CHANNEL SUPERSTRUCTURE

This inspection was performed in order to evaluate the contractor's progress and review his equipment for use in the construction.

Completed Work - Pier 11, Northbound - Part of the falsework is in place with a pier capped. Southbound - One column pour has been made.
Pier 12, Northbound - Column has been poured to elevation 130.
Pier 14 - Steel beam is in place for the falsework.
Pier 23, 24 - Part of the falsework is in place.
Pier 26, - Column has been poured.
Mock-up Construction - Mock-up section for the web and loop tendons has been poured and stripped. Another mock-up section for the slab and web with loop tendons has just been finished and will be ready for concrete.
Batch Plant - Batching set-up has been installed and some check pours have been placed.

Work in Progress - Pier 11 - 3 men are working on the falsework for the pier cap.
Pier 23 - A rig and 4 men are forming the column.
Pier 24 - A rig and a man are preparing the falsework.
Pier 26 - A rig and 6 men are setting form supports for the crossbeam.
Mock-up staging area - About 6 men are completing the forming of the mock-up slab and web section and casting will probably commence tomorrow.

General Comments - Work generally seems to be progressing satisfactorily.
The contractor has submitted his basic changes for the value engineering proposal, most of these items have been accepted.
Shop plan preparation and VE review still is in the process and the State is assembling a change order for the value engineering proposal.
Batching Operation - Contractor has his batch plant set up but his original sand material appears to be too dirty and is having difficulty in obtaining the maximum strengths. It appears that the sand will come from a Sillicom source in Washington for the remainder of the job. Mounted on barges are 4 - 6 cu.yd agitator barrells the contractor expects to use in his concrete pours. Todate, the rate of pouring has been questionable and the contractor is studying this procedure in order to make any corrective measures necessary.

Much of the engineering proposed by the value engineering change has been submitted for review and this phase of the work has not been counted in the percent complete. General progress, to date, appears to be acceptable and there is no expected delay.

cc: John Howard,

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# INITIAL REPORT

| REGION NO. | REPORT NO. | COUNTY | DIVISION |
|---|---|---|---|
| 10 | 1 | Multnomah | Oregon |

| DATE OF INSPECTION | INSPECTION MADE BY | PROJECT NO. |
|---|---|---|
| | H. A. Schell, Div Bridge Engineer | I-205-7(66)315 |

IN COMPANY WITH
John Howard, OSHD Resident Engineer

RECEIVED STATE HWY ENGR SEP 19 '79 REFER TO Keaney FOR Info Invest R/D D/R Sign Act File

LOCATION

CONTRACTOR NAME AND ADDRESS
S.J. Groves & Sons Co. & Guy F. Atkinson Co., A Joint Venture

| AWARD DATE | CONTRACT AMOUNT | TIME ALLOWED | TIME STARTED | WORK STARTED |
|---|---|---|---|---|
| 4-25-79 | $80,782,065.00 | Completed by (6-30-82) | 6-4-79 | 6-4-79 |

| QUALITY OF WORK | PROGRESS OF WORK | TIME ELAPSED | WORK COMPLETED |
|---|---|---|---|
| Satisfactory | Satisfactory | 11% | 1% |

REMARKS

COLUMBIA RIVER BRIDGE
NORTH CHANNEL SUPERSTRUCTURE

This project was inspected in order to review the mock-up of the loop tendon proposal for vertical post tensioning in the webs of the box girder.

COMPLETED WORK

The contractor has formed and cast a short section of the web and bottom slab with web loop tendon conduits for preliminary stressing to determine concrete stresses and measured the effectiveness of the tendons installed. He also has another form mock-up with reinforcing and loop tendon conduits in-place in preparation for an additional pour to test the pouring sequence and the effects of the loop tendon installation in webs using partial prestressing. The outside web and a portion of the slab is included in this mock-up. The State, in the already-cast mock-up, has installed a grid of plastic discs throughout the concerned area which will be checked with the Whitmore Guage to determine the stress in the concrete when post-tensioning commences.

The contractor is installing his batching of equipment and precast staging area at the Columbia Park Shipyards where precasting will take place.

Columns are completed for 1/2 of pier 11 and 12 and some work started on the column at pier 26.

WORK IN PROGRESS

The carpenters and reinforcing steel men are installing the forms and reinforcing steel in the mock-up to be used for loop tendon installations. Several men are also installing the batching set up in preparation for the production of concrete.

GENERAL COMMENTS

With one of the mock-ups the contractor expects to determine if he can move ahead in the casting operation after his concrete has reached 2500 psi. He will induce enough stress in the tendons to obtain this value. Only the form will be cantilevered at the end of the section. When the strength is obtained he will move back on the strands and complete his stressing. In this mock-up only about three feet of the slab is poured and then it is bulkheaded off and the web and this partial slab is cast as a unit. Under the contractor's proposed plan he will cast the bottom slab first.

The contractor expects to have two casting lines (4 sets of forms) and will attempt to pour one unit every second day in each line working two shifts per day. This appears to be very optimistic approach to the casting operation. The superintendent, however, has traveled to Florida and reviewed the Seven-Mile Bridge operation supervised by Figg and Nueller and will fly to Germany and France next week in order to observe similar operations in those countries.

VALUE ENGINEERING PROPOSAL

To date, the signed value engineering proposal has not been completed; however, several basic items have been tenatively approved and they are: mid-span hinge; permit 3500 psi concrete strength at stressing rather than 4000 psi; use of 7 wire strands in the deck and webs, requirement for additional longitudinal post-tensioning to reduce creep and deflection at mid-spans; increase of the overhang from 7 to 10 feet. Readjustment of the reinforcing steel in the columns to better accommodate the dead and live loads.

I-5

VICTOR ATIYEH
GOVERNOR

# Department of Transportation
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

copy
#8526

September 13, 1979

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle WA 98174

NOTED
E. S. HUNTER

Attention Mike Mikesell

Columbia River (I-205) Bridge
Main Channel Structure
Bridges 8905 and 8526
Navigation Lights

The subject structure is being built under two separate contracts. The first is for construction of the substructure (foundation and piers) up to about 70 feet above low water. The second is for the superstructure which is everything above the 70-foot mark.

The substructure contractor installed some temporary dolphins upstream from several of the piers as part of his construction procedure. Your office approved these dolphins and required installation of certain lighting for use of navigators on the river. The substructure contractor will soon complete his work and remove the temporary dolphins and lights.

In order to provide necessary lights for river navigators during the hours of darkness, we plan to install a continuous burning 180° red light on both the upstream and downstream ends of the pier on each side of the main channel. A continuous burning 180° amber light will also be installed on the channel side of each pier at an elevation approximately 15 feet above the red lights. The intensity of these lights will be the same as that of the amber lights now on the temporary dolphins.

If construction activities should cause the main channel to be blocked during hours of darkness, river traffic will be detoured to an opening

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TECHNICAL SERVICES
SEP 13 '79
REFER TO
FOR
Info
Invest
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Act
File

Form 734-3122

between the two piers just south of the main channel. These two piers will be marked with lights as described above and the amber light on the pier at the north edge of the main channel will be extinguished. Upon clearing the main channel, we will restore the amber light on the pier at the north side of the main channel and extinguish the amber light on the pier at the south side of the detour channel.

Your concurrence in the procedure is requested.

Walter J. Hart
Bridge Engineer

UNOFFICIAL SIGNED
R. W. ELLISON

R. W. Ellison
Asst. Bridge Engineer

cc E. S. Hunter
A. C. Harwood

#8705

Form FHWA 121 (Rev. 5-73)

- UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: September 5, 1979

SUBJECT: Oregon Project I-205-7(66)315
Columbia River Bridge Special Equipment Gauges

In reply refer to: HBR-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

We will approve the gauges you have requested in Swan's letters of August 13 and 27th. Please note what you request is a significant project of reading interpretation and analyzing the data received. Please give us assurance that you have qualified people to perform these functions. It would seem appropriate to solicit the assistance of your Laboratory and Research Section who have had experience with such instrumentation. Since the work will go on for a considerable length of time the research personnel could add continuous valuable information to the project results.

A commitment such as this would also require a written report of the results of the instrumentation and analysis of data. We would expect such a report.

G. L. Green

cc:
OSHD (W J Hart)
OSHD (A C Harwood)

Harwood drafted reply for Coulter 11/1979. DLS
on Sept 9-7 orig

RECEIVED
STATE HWY ENGR
SEP 6 '79
REFER TO
Mac hearing
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

PROJECT MANAGEMENT BRANCH
STE
PRE 9
1979
FORWARDED TO
FOR
FILE: PM FA LG.

VICTOR ATIYEH
GOVERNOR

# Department of Transportation
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 27, 1979

In Reply Refer to
File No.:

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Columbia River Bridge, I-205
Oregon Project No. I-205-7(66)315

My letter of August 13 and your reply of August 15 both concern special equipment required during the construction of the subject bridge.

The number of gauges requested is required to monitor "creep" so that we can set expansion devices and to provide information needed to control alignment. I have attached 3 sketches showing the segments that we propose to monitor and the position and orientation of the gauges.

Initially, we will record the data manually on a tabular form. This will provide the information needed to perform the activities noted above.

Depending on the volume and complexity of the data and whether we undertake the thermal response study in the traverse frame, we may convert the data to computer format for storage and calculation of stresses. This activity has been discussed with the Division Bridge Engineer.

We again request your concurrence that this equipment is a participating Federal Aid item.

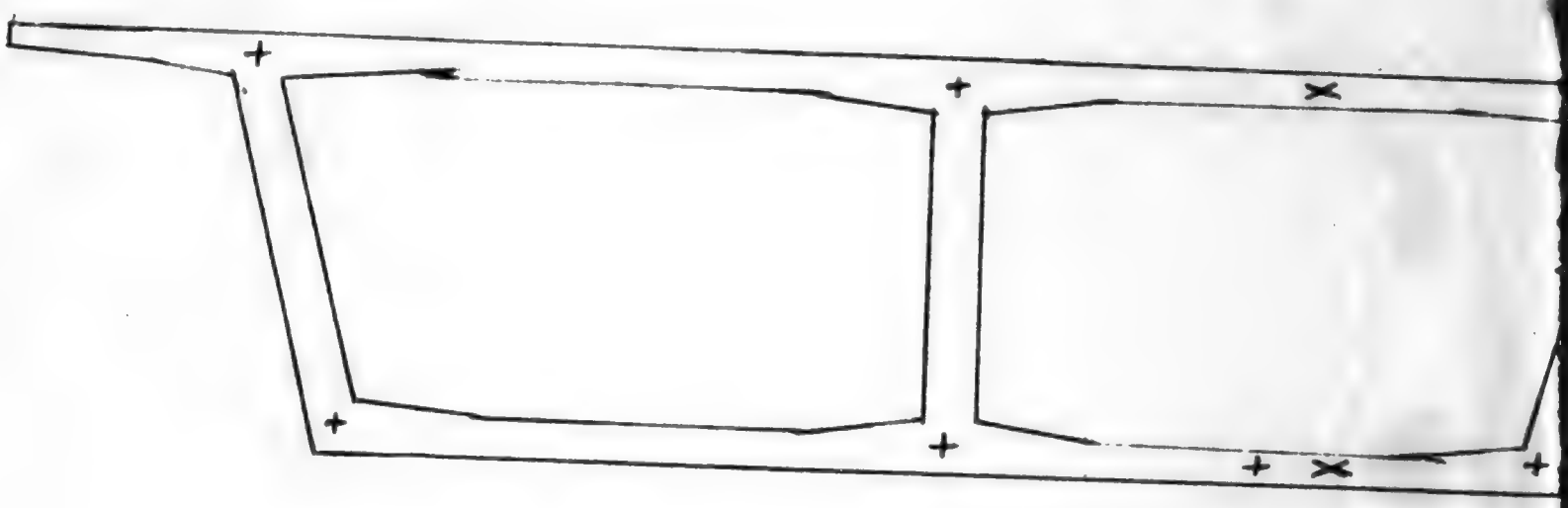
DES:pf

cc: H. S. Coulter
W. J. Hart
E. L. Hardt
A. C. Harwood

RECEIVED
STATE HWY ENGR
AUG 28 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

I-205 Columbia River Bridge

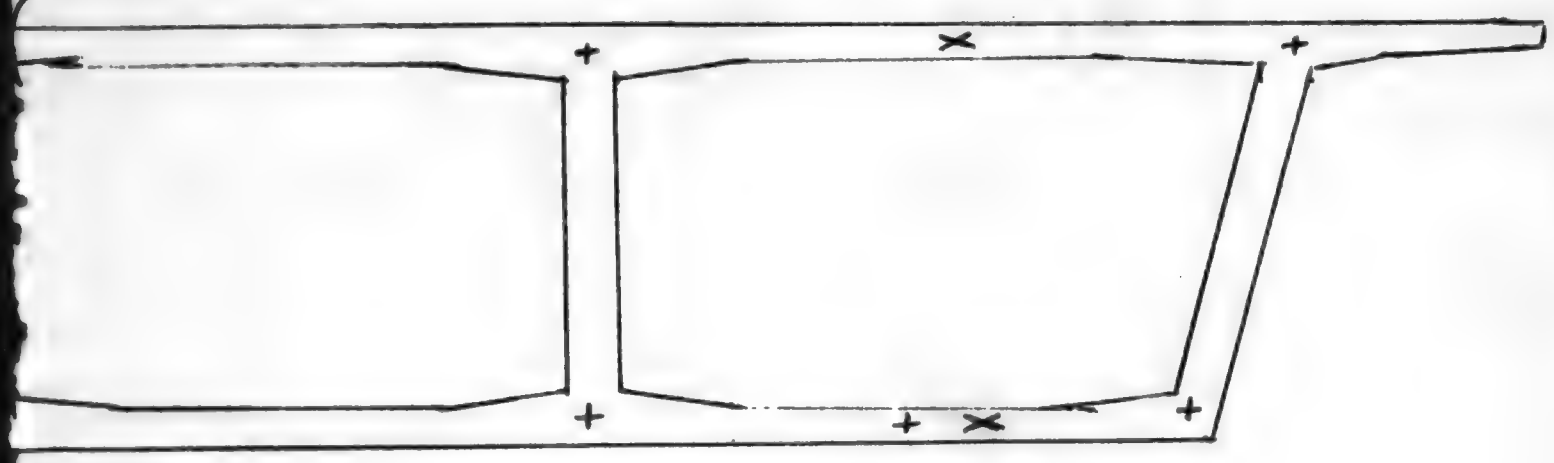


Strain Gage Locations (Carlson)

+ axis of gage longit

× " " " transverse

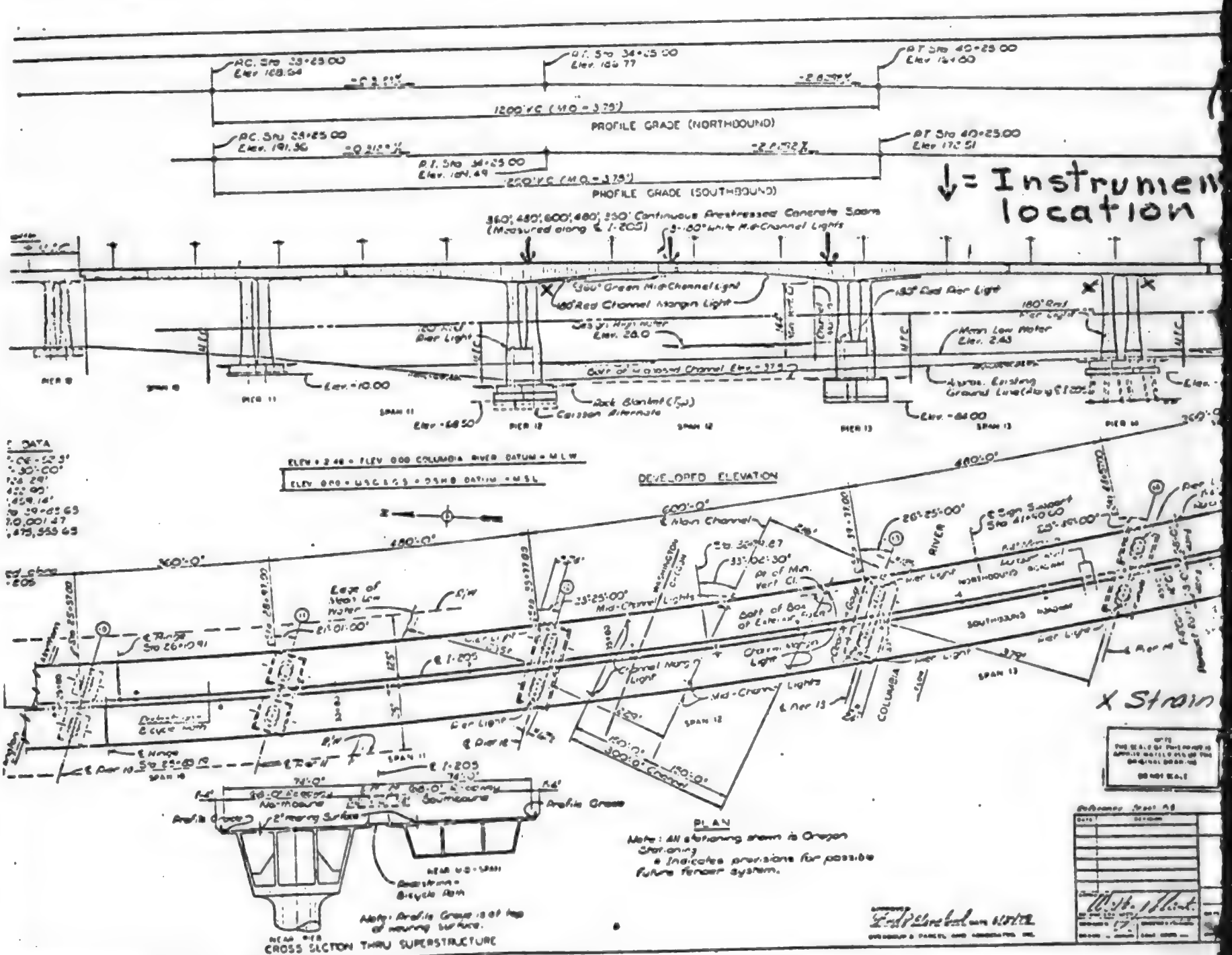
I-205 Columbia River Bridge

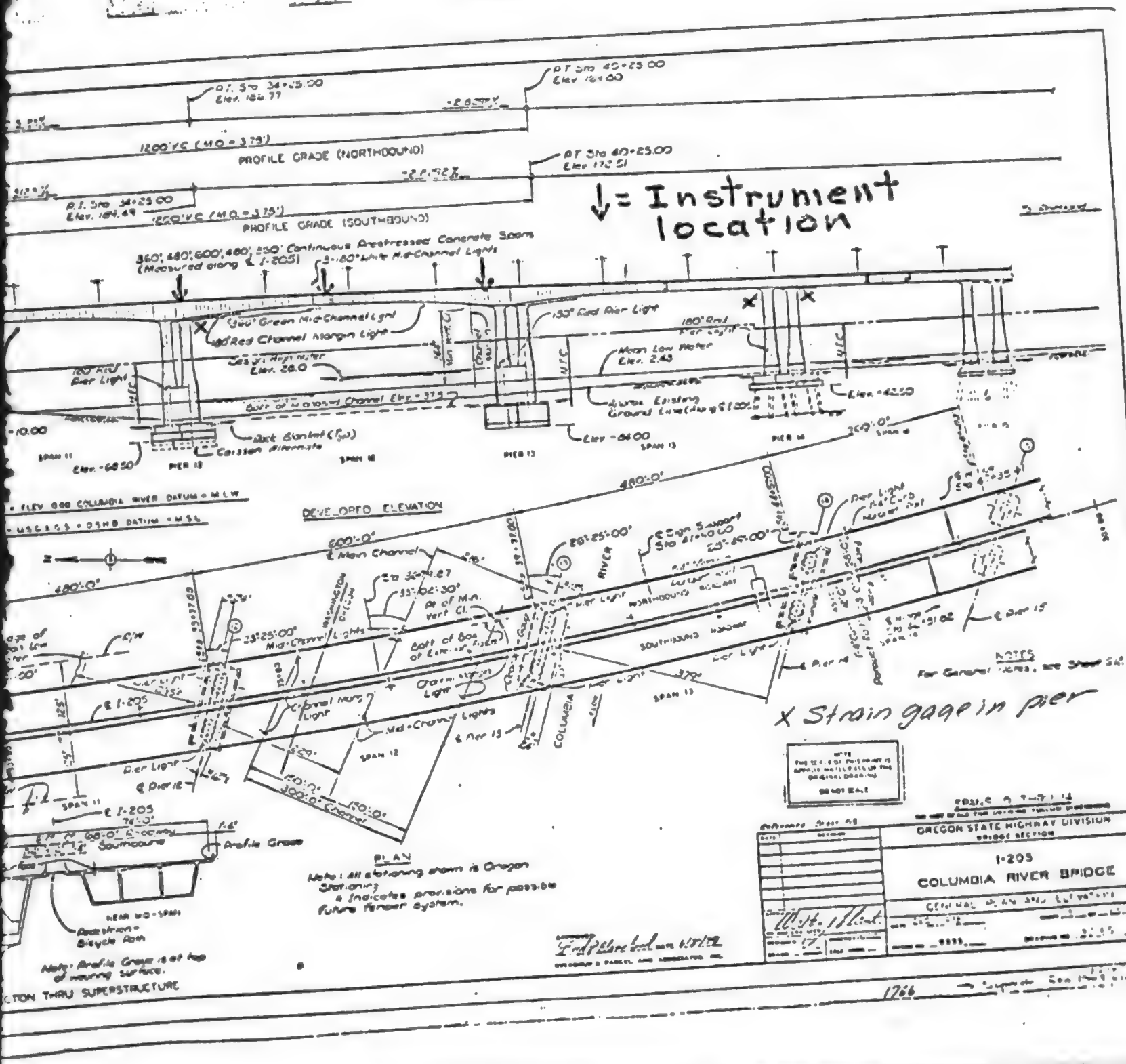


Strain Gage Locations (Carlson)

+ axis of gage longit

× " " " transverse


PROFILE GRADE (NORTHBOUND)
PROFILE GRADE (SOUTHBOUND)
↓= Instrumen
location
X Strain
DEVELOPED ELEVATION
PLAN
CROSS SECTION THRU SUPERSTRUCTURE


↓= Instrument location
PROFILE GRADE (NORTHBOUND)
PROFILE GRADE (SOUTHBOUND)
360', 480', 600', 480', 360' Continuous Prestressed Concrete Spans
(Measured along ℄ I-205)
PLAN
DEVELOPED ELEVATION
X Strain gage in pier
I-205
COLUMBIA RIVER BRIDGE
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION
NOTES

PROFILE GRADE (NORTHBOUND) 74' LT. OF ℄

PROFILE GRADE (SOUTHBOUND) 74' RT. OF ℄

DEVELOPED ELEVATION

CURVE DATA

LEGEND

- Cast-in-Place Units
- Precast Segments

CROSS SECTION THRU SUPERSTRUCTURE

PLAN

NOTES

For General Notes, see Sheet G13
For Foundation Layout and Stream Protection, see Sheets G9, G10 and S11.
For Curve Data beginning with PI Sta 43+01.66, see Sheet G7.

Ins

X Strain

PROFILE GRADE (NORTHBOUND) 74' LT. OF ℄

PROFILE GRADE (SOUTHBOUND) 74' RT. OF ℄

↓ = Instrument locat.

CURVE DATA

DEVELOPED ELEVATION

PLAN

× Strain gage in pier

NOTES

CROSS SECTION THRU SUPERSTRUCTURE

SPANS 10 THRU 25

OREGON STATE HIGHWAY DIV.

I-205

COLUMBIA RIVER BRID

GENERAL PLAN & ELEVATION - SPANS

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: August 15, 1979

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-205-7(66)315
Special Equipment - Gauges

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Mr. Swan's letter of August 13, 1979, requested approval of $8,400 for special equipment needed on the Columbia River Bridge for monitoring the construction. Please furnish us information on why you need the number of gauges requested, where they will be located, how you intend to record the information and summarize the results.

Brief statements on the above items should clarify this work sufficiently to support its use during construction.

for G. L. Green

cc:
OSHD (D E Swan)
OSHD (W J Hart)
Reg 1 (A Harwood)

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
AUG 16 1979
REFERRED TO _____
FOR _____
FILE: PM FA LG.

8-16 orig

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STATE HWY ENGR
AUG 16 '79
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FOR
Info | Review | R/D | P/R | Sign | Act | File
X

8905

FORM 81-734-2030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Portland, Oregon
August 17, 1979

FROM: ALLAN C. HERWOOD

SUBJECT: Columbia River Bridge
North Channel Superstructure
Contract No. 8905

TO: H. S. COULTER

There is attached a suggested rough draft reply to H. A. Schell's letter of August 15.

RECEIVED
STATE HWY ENGR
AUG 22'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File
X

8-22 orig Mcturney

send cc this office

Enclosures

SUGGESTED ROUGH DRAFT REPLY TO LETTER OF H. A. SCHELL

This is in reply to the questions raised in your memo HBR-OR of August 15, 1979 as to the number of Carlson gauges requested and the method of recording and summarizing the data obtained. Tentative location of the segments to be monitored and position and orientation of the gauges are shown on the enclosed sketches.

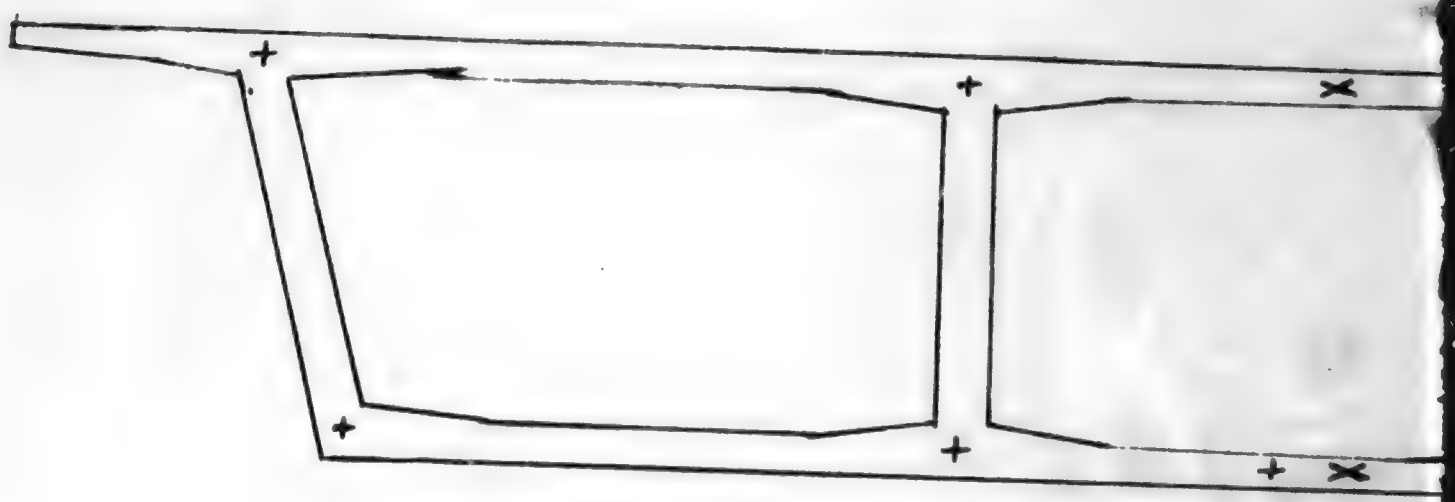
We plan on initially recording the data manually in tabular form. Recorded in tabular form the data will provide information we need for control of alignment and monitoring of creep and setting of expansion devices.

However, depending on the volume and complexity of the data and partially on whether we undertake the study on thermal response in the transverse frame which has been under discussion with you, we may put the data in a computer formate for storage and ~~compute~~ calculations of stresses.

Enclosures

cc: Ed Hardt
Al Harwood

I-205 Columbia River Bridge

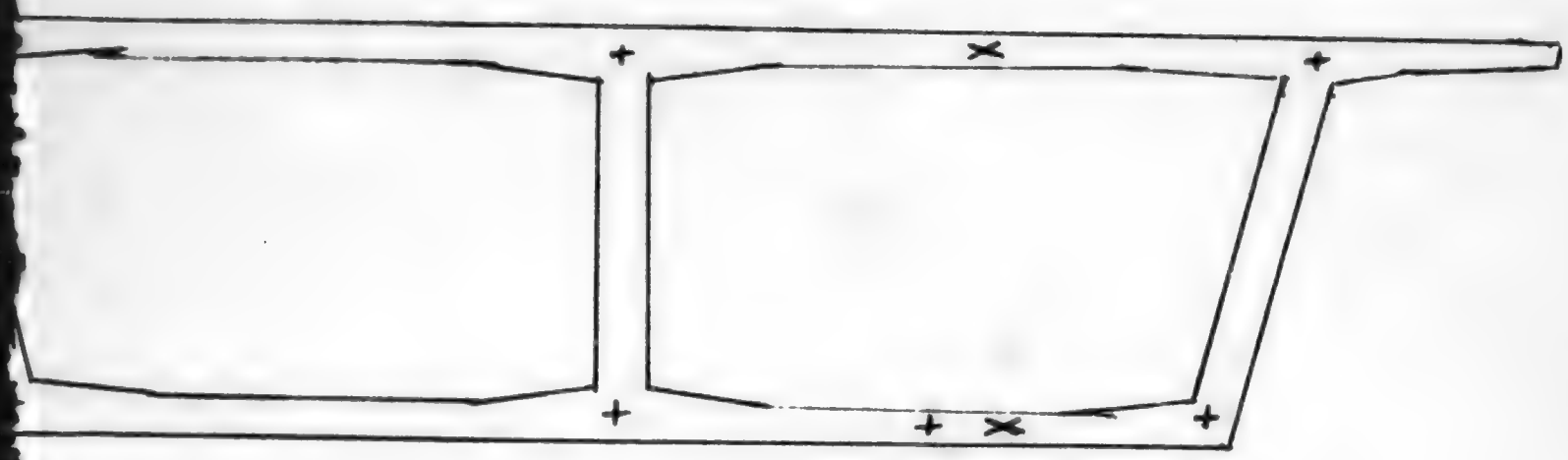


Strain Gage Locations (Ca

+ axis of gage longit

× " " " transverse

I-205 Columbia River Bridge



Strain Gage Locations (Carlson)

+ axis of gage longit

× " " " transverse

PROFILE GRADE (NORTHBOUND) 74' LT. OF ℄

PROFILE GRADE (SOUTHBOUND) 74' RT. OF ℄

DEVELOPED ELEVATION

CURVE DATA

LEGEND

- Cast-in-Place Units
- Precast Segments

CROSS SECTION THRU SUPERSTRUCTURE

PLAN

NOTES

For General Notes, see Sheet 6/3
For Foundation Layout and Scour Protection, see Sheets 6/9, 6/10 and 3/1.
For Curve Data beginning with P.I. Sta. 43+02.66, see Sheet 9/1.

Elev. 13.68 = Elev. 0.00 Columbia River Datum = Mean Low Water
Elev. 0.00 = USC & GS = CSHB Datum = Mean Sea Level

P.I. Sta 51+00
Elev 137.29

PROFILE GRADE (NORTHBOUND) 74' LT. OF ℄

↓ = Instrument locat.

P.I. Sta 55+20
Elev. 130.22

P.C. Sta 54+20
Elev. 133.05

200' V.C.
(M.O. = 0.11')

P.T. Sta 56+20
Elev. 126.94

PROFILE GRADE (SOUTHBOUND) 74' RT. OF ℄

CURVE DATA

Δ = 0° 43' 15.0"
D = 0° 8' 0.53"
T = 83.903'
L = 167.896'
R = 716.944 [illegible]'
PI Sta 55 + 66.789
N [illegible]
E [illegible]

Design High Water
Elev. 29.5

Minimum Low Water
Elev. 2.5

Elev. -40.50

Elev. -60.50

Elev. -66.50

Elev. -34.50

Elev. -44.50

DEVELOPED ELEVATION

360'-0" 340'-0" 320'-0" 300'-0" 300'-0"

Pedestrian - Bicycle Path

P.C. Sta 51+77.00

P.T. Sta 53+44.00

Pier Light (Typ.)

NORTHBOUND ROADWAY

SOUTHBOUND ROADWAY

PLAN

× Strain gage in pier

SPANS 10 THRU 25

Reference Sheet 06

Note: All Stationing shown is Oregon Stationing

NOTES

For General Notes, see Sheet 01
For Foundation Layout and Scour Protection, see Sheets 09, 010 and 011
For Curve Data beginning at N 82 Sta 43+01.64, see Sheet 07.

NEAR END - SPAN

Pedestrian - Bicycle Path

Note: Profile Grade is at top of wearing surface

SECTION THRU SUPERSTRUCTURE

Elev. 0.00 = Elev. 8.02 Columbia River Datum = Mean Low Water

Elev. 0.00 = Elev. 8.52 C.R.D. = OSHD Datum = Mean Sea Level

ORIGINAL DRAWING

DO NOT SCALE

ORIGINAL DRAWING

DO NOT SCALE

APPROVED
[signature] DATE 6-5-78
OREGON STATE HIGHWAY DIVISION

OREGON STATE HIGHWAY DIVISION

I-205

COLUMBIA RIVER BRIDGE

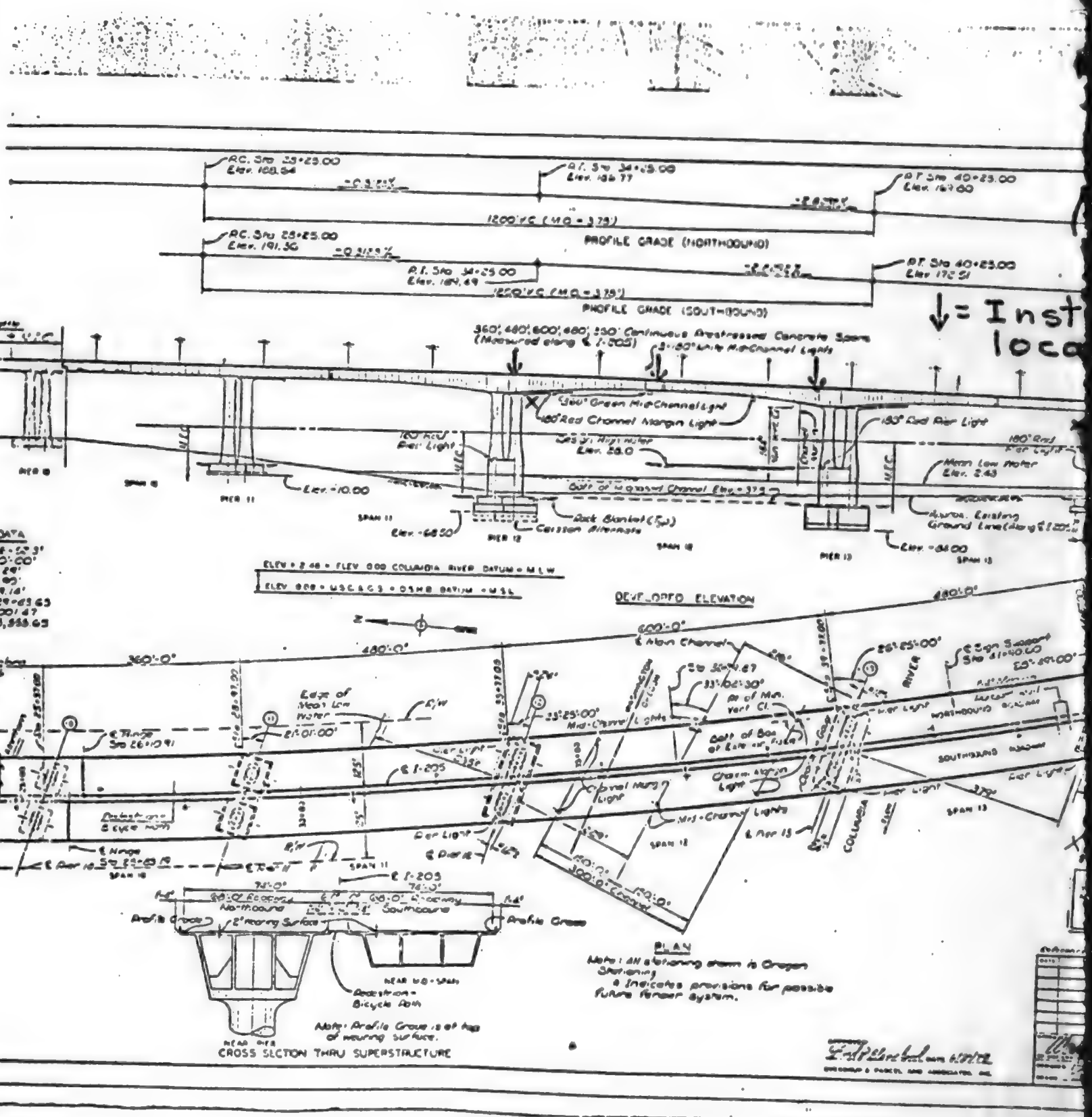
GENERAL PLAN & ELEVATION - SPANS 10

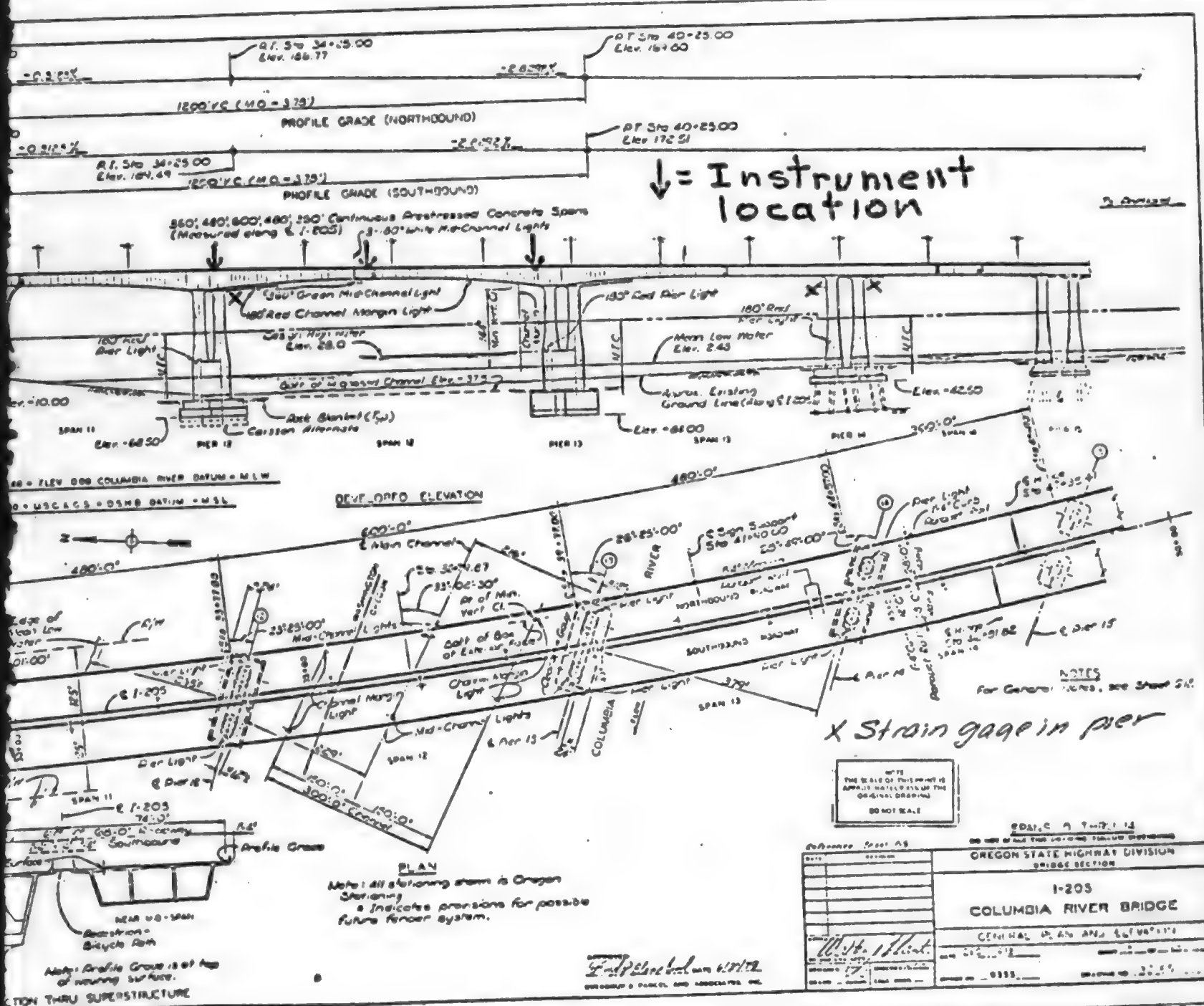
DESIGNED [illegible] DRAWN [illegible] CHECKED [illegible]

DATE 6-78

SCALE 1" = 40'

DRAWING NO. 3210


PROFILE GRADE (NORTHBOUND)
PROFILE GRADE (SOUTHBOUND)
360', 480', 600', 480', 330' Continuous Prestressed Concrete Spans
3-60' White Mid-Channel Lights
180' Red River Light
Elev. -10.00
Elev. -68.50
Rock Blanket
Caisson Alternate
PIER 11
PIER 12
PIER 13
SPAN 11
SPAN 12
SPAN 13
ELEV. 0.00 = ELEV. 0.00 COLUMBIA RIVER DATUM = M.L.W.
DEVELOPED ELEVATION
PLAN
CROSS SECTION THRU SUPERSTRUCTURE
Note: Profile Grade is at top of wearing surface.


P.T. Sta 34+65.00
Elev. 186.77
P.T. Sta 40+25.00
Elev. 184.00
1800'-0" C (HO = 3.78')
PROFILE GRADE (NORTHBOUND)
P.T. Sta 40+25.00
Elev. 172.51
P.T. Sta 34+65.00
Elev. 184.49
1800'-0" C (HO = 3.78')
PROFILE GRADE (SOUTHBOUND)
↓= Instrument location
360', 480', 600', 480', 360' Continuous Prestressed Concrete Spans
(Measured along ℄ I-205)
3-30" White Mid-Channel Lights
"G" Green Mid-Channel Light
"R" Red Channel Margin Light
180' Red Pier Light
Mean High Water Elev. 28.0
Mean Low Water Elev. 2.43
Axis of Navigation Channel Elev. +37.5
Axis Glenkel (Typ)
Caisson Alternate
Elev. -68.50
Elev. -84.00
Approx. Existing Ground Line (Elev. -42.50
PIER 12
PIER 13
PIER 14
SPAN 11
SPAN 12
SPAN 13
360'-0"
480'-0"
600'-0"
Main Channel
RIVER
COLUMBIA
Pier Light
Mid-Channel Lights
Channel Marker Light
Edge of 9 foot Low Water
℄ I-205
℄ Pier 12
℄ Pier 13
℄ Pier 14
℄ Pier 15
Pier Light
Pier Light
Pier Light

I-205

VICTOR ATIYEH
GOVERNOR

# Department of Transportation
## HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 13, 1979

In Reply Refer to
File No.:

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
AUG 13 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Special Equipment
I-205 Bridge
Project No. I-205-7(66)315

The construction of I-205 Bridge across the Columbia River involves a progressive type of cantilever construction. Temperature gradient and strain assumption accuracy is very critical for the alignment and proper joining of the Cantilevered Sections. To monitor the strain and temperature gradient several special pieces of equipment are needed:

| | | | |
|---|---|---|---|
| 1 | - | Whittemore Gauge | $1,100 |
| 1 | - | Strain Gauge Bridge | 700 |
| 60 | - | Carlson Gauges | 6,600 |
| | | TOTAL | $8,400 |

This equipment will be used exclusively on the I-205 Bridge. The Carlson Gauges will have no salvage value since they are embedded in the concrete. The salvage value of the other equipment, if any, will be credited to the project.

We propose to purchase this equipment as a construction engineering item. This matter has been discussed with the Division Office Bridge Engineer. Your concurrence that this expenditure is a reimbursable construction engineering item is requested.

DES:pf

cc: H. S. Coulter
Walt Hart
E. L. Hardt
Al Harwood

Form 734-3122

I-205

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Milwaukie, Oregon

July 24, 1979

FROM: ED HARDT

SUBJECT: Specialized Equipment
I-205 Columbia River Bridge

TO: H. S. COULTER

Several pieces of specialized equipment will be needed during construction of the I-205 Columbia River Bridge.

Strain and temperature measuring devices including Carlson strain gages, a strain gage bridge and a Whittemore gage will be needed for monitoring surface and internal strain and temperature during casting, erection and prestressing of the superstructure segments. These measurements are needed to verify accuracy of strain predictions which are critical to alignment calculations, adjustment to correct alignment and for setting the expansion devices.

Since this equipment will be used exclusively on the Columbia River Bridge and will likely have little or no salvage value upon completion of the bridge it is recommended the purchase be charged to construction engineering. The Carlson gages will be embedded in the concrete and are non-removable. Salvage value of the strain bridge or Whittemore gage remaining upon completion of the project can be credited against the project.

The monitoring has been discussed with Herb Schell who agrees with the need and indicated likely participation in purchase of the equipment. In fact FHWA is considering funding of a research project which would utilize the strain and temperature information collected.

Enclosed is an itemization of the estimated cost and a suggested rough draft to FHWA requesting their participation.

Enclosures

cc Walt Hart
Al Harwood

Thanks much Ed for eligibility for F.A. participation

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STATE HWY ENGR
JUL 26 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | File

## ESTIMATED COSTS EQUIPMENT REQUESTED

| | |
|---|---|
| Whittemore Gage | $1,100 |
| Strain Gage Bridge | 700 |
| Carlson Strain Gages* 60 @ $110 | 6,600 |
| | $8,400 |

*Carlson strain gages are non-recoverable

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(66)315

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM NO.:

ITEM NO.: 80403

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engr - ODOT
State of Oregon
Salem, Oregon

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| | 1-3-79 | Interstate 205 | Primary 64 |

RECEIVED
STATE HWY ENGR
MAY 31 79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

GENERAL LOCATION:
Columbia River Bridge - N. Channel Superstructure

GENERAL DESCRIPTION OF WORK:
Consultant Agreement - Testing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Agreement with Corps of Engineers

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 5-16-79 this will confirm the advance approval of Mr. H. Schell to enter into an agreement with the Corps of Engineers to perform special concrete tests for the subject project effective 1-3-79. Charges for testing will be in accordance with the Corps published rates plus overhead. TEC of $15,000 with Federal participation limited to $13,833 is approved. (SFO#1)

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 5-25-79 | G. K. Green | for Division Administrator |

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-918

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Fran

April 13, 1979

A. D. Andreas
State Design Engineer
Washington Department
of Transportation
Transportation Building
Olympia WA 98504

Columbia River (I-205) Bridge
North Channel Superstructure
Bridge 9555
Approval of Low Bid

Contract No. 8905

Bids for the subject project were received by the Oregon Department of Transportation on April 12 as scheduled. Low bid in the amount of $71,584,280 was submitted by S. J. Groves and Guy F. Atkinson. Only three bids were received and a tabulation of these bids is attached.

In accord with the agreement between Oregon and Washington relative to this project, your approval for award of this project to the low bidder is requested.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

Attachment

cc R. L. Carroll /w/ attach..
E. S. Hunter
A. C. Harwood
C. W. Head

4/25/79 Bob Ellison called & said rec'd wrn. approval to award

SIGNED
C. W. HEAD

Form 734-3122 (Rev. 7-77)

8905

FORM 81.734.3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 5, 1979

FILE:

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 12, 1979 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 12 on the following projects:

1. Columbia River Bridge (N. Channel Superstructure)
East Portland Freeway
Multnomah County, Oregon & Clark County, Washington
Structure

   A 9-foot-4-inch Class I Bikeway will be constructed on this contract.

2. Auburn Avenue & Washington Avenue (Baker)
City Streets, Baker County
Paving

   A 44-foot curb-to-curb roadway (curbs to be constructed by others) throughout this project.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

3. Walluski River Bridge
Nehalem Highway, Clatsop County
Structure

   4-foot-10-inch shoulders on structure. 4-foot shoulder left and 8-foot shoulder right on approaches. Future design for roadway, 8-foot shoulders.

   Same as No. 2.

4. Boot Hill Cemetery - Dog Creek
Dog Creek Road (County)
Grant County

22-foot surfacing, 3-foot gravel shoulders.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states,"Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. Malheur River (Airport Road) Bridge
County Road
Malheur County
Structure

24-foot roadway.

Same as No. 4.

6. East Fremont Bridge Connection
FAU 9910, Multnomah County
Grading and Paving

Connection Ramp. Curb cuts and ramps to be constructed on existing sidewalk on adjacent connecting street.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(a), which states, "Footpaths and trails are not required to be established . . . where the establishment of such paths and trails would be contrary to public safety."

DES:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8905

March 16, 1979

Mr. R. E. Westermann
Senior Vice President
Construction/Dredging Area
Willamette-Western Corporation
Foot of N. Portsmouth Avenue
Portland, Oregon 97203

Dear Mr. Westermann:

I have reviewed your March 9 request for further consideration of a two-week delay of the bid date for the Columbia River Bridge-North Channel Superstructure.

The ninety-day advertising period on this project allowed ample time for preparation of a responsive bid. I do not consider an extension of the bid date appropriate. It could affect other states who have scheduled bid openings on a variety of factors, including our dates.

The bids will be received on April 12, 1979, as scheduled.

Sincerely,

F. B. Klabee
Director of Transportation

bc H. S. Coulter
E. S. Hunter
Walt Hart
Cecil Head
Ed Hardt
Al Harwood

WJH:dh fn

"Helping Build the West"

**WILLAMETTE-WESTERN CORPORATION**

Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503 • 285-9111 • Telex: 360873

March 9, 1979

Mr. Fred Klaboe, Director of Transportation
Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310

Re: Columbia River Bridge
North Channel Superstructure

Dear Fred:

Reference is made to our telephone conversations of March 7th and 8th, during which we discussed an extension of the bid opening for the Columbia River Bridge - North Channel Superstructure Project.

Although we can appreciate your position that an extension of the bid date would not be appropriate at this time, we have further reviewed the bid schedule in light of the alternates which must be considered, and in our opinion the present bid date will create a less than competitive situation for our joint venture and Willamette-Western in particular.

As you know, we currently have under contract the North Channel Substructure and the South Channel Bridge structure projects, which demonstrates our ability to bid competitively on large complex projects. The additional time we are requesting will further the joint goals of owner and contractor to present the lowest bid for our tax dollars.

In conclusion, we request a two week extension of the bid date for the referenced project in order that we may properly evaluate the allowable alternates and prepare a more responsive proposal.

Yours very truly,

WILLAMETTE-WESTERN CORPORATION

R. E. Westermann, Senior Vice President
Construction/Dredging Area

REW:ss

cy Hunter
a Harwood

RECEIVED
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8905

MAILGRAM SERVICE CENTER
MIDDLETOWN, VA. 22645

western union Mailgram

4-059742E067002 03/08/79 ICS IPMRNCZ CSP SAMA
1 5033786388 MGM TDRN SALEM OR 03-08 0611P EST

DEPT OF TRANSPORTION OFFICE OF DIRECTOR JV
ROOM 135 TRANSPORTATION BLDG
SALEM OR 97310

THIS MAILGRAM IS A CONFIRMATION COPY OF THE FOLLOWING MESSAGE:

5033786388 MGM TDRN SALEM OR 100 03-08 0611P EST
ZIP
MR S H BARTHOLOMEW
EXECUTIVE VICE PRESIDENT
FRUIN-COLNON CORP
1706 OLIVE ST
ST LOUIS MO 63103

RE YOUR TELEGRAM OF 3-7-79. DATE OF RECEIVING BIDS FOR I205 COLUMBIA RIVER BRIDGE, NORTH CHANNEL SUPERSTRUCTURE WILL NOT BE REVISED. BIDS WILL BE RECEIVED 4-12-79 AS INDICATED IN BIDDING DOCUMENTS

F B KLABOE
DIRECTOR OF TRANSPORTATION
SALEM OREGON 97310

1812 EST

MGMCOMP MGM

3/9
cy Hunter
Hart

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STATE HWY ENGR
MAR - 9 '79
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Info | Invest | R/D | D/R | Sign | Act | File

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5241 (R1/78)

TO REPLY BY MAILGRAM, SEE REVERSE SIDE FOR WESTERN UNION'S TOLL - FREE PHONE NUMBERS

Re: your telegram of 3/7/79.

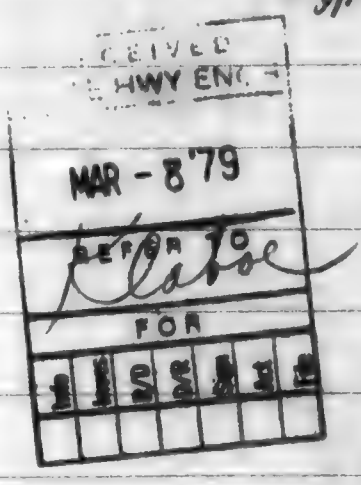
Date of receiving bids for I-205 Columbia River Bridge, North Channel Superstructure will not be received.

Bids will be received April 12, 1979, as indicated in bidding documents

Mr Klabo advised by telephone 3/8.

F. B. Klabo.

called mailgram was sent at 3:10 pm to confirm above message



Western Union Telegram

WU AGENT SAM

159P PST MAR 7

N PRB407(1535)(4-044098E066)PD 03/07/79 1534

ICS IPMBNGZ CSP

3144365500 TDBN ST LOUIS MO 55 03-07 0334P EST

PMS FRED KLABOE, DIRECTOR OF TRANSPORTATION

OREGON D. O. T., REPORT DELIVERY BY MAILGRAM, DLR

SALEM OR 97310

RE: I-205 INVITATION FOR BIDS PRESENT BID DATE CONFLICTS WITH OTHER SIMILAR WORK IN FLORIDA TEXAS AND ARKANSAS.

IN VIEW OF THESE CONFLICTS AND SCOPE I-205 PROJECT ($76 MILLION) WE RESPECTFULLY REQUEST A 30 DAY POSTPONEMENT OF BID DATE TO MAY 10. WOULD APPRECIATE YOUR CONSIDERATION AND PROMPT RESPONSE TO THIS REQUEST.

S H BARTHOLOMEW, EXECUTIVE VICE PRESIDENT

FRUIN-COLNON CORPORATION (FRUIN-COLNON CORP 1706 OLIVE ST ST

LOUIS MO 63103)

N

MAR 7 2 00 PM '79

NOTED
F. D. KLABOE

RECEIVED
MAR 7 '79
REFER TO
FOR
DIR. ASST. ENG. ADM. ENG. ASST. ENG. FILE

8905

8

JACOBS ASSOCIATES ENGINEERS AND CONSULTANTS
CONSTRUCTION PERFORMANCE SERVICES

500 SANSOME • SAN FRANCISCO 94111 • TELEPHONE (415) 434-1822 • CABLE: DONJAY

March 6, 1979

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon, 97310

copy
CON # 9
H-2

Attention: Mr. C. W. Head
Commission Services

Gentlemen:

We have received the bid documents for the Columbia River Bridge, North Channel Superstructure. We are, however, returning the Contractor's Prequalification Application you also forwarded to us. As consulting construction engineers we have been requested by a contractor interested in bidding the project to provide them with pre-bid estimating and consulting services, therefore we will not be submitting a proposal on April 12, 1979.

Very truly yours,

JACOBS ASSOCIATES

Joseph Covello

Joseph Covello

JC:jmm
O/90-
Encl.

P.S. Also enclosed is the Contractor's Proposal Form.

NOTED
C. W. HEAD

RECEIVED
MAR 8 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8905

C. T. Keasey
Attention: Bryant Jackmond
Construction

C. W. Head
Commission Services

February 14, 1979

MISC. CONTRACTS and
AGREEMENTS No. 6956

As requested, attached is a fully executed copy of an agreement with the U. S. Corps of Engineers covering an estimated $15,000 worth of special concrete tests at their Troutdale, Oregon, materials laboratory. These tests are specifically for checking some of the design assumptions used in the design of the I-205 Columbia River Bridge Superstructure.

It is my understanding that you will transmit this copy to the Corps of Engineers for their records. We have retained a fully executed copy for the Transportation Commission's files.

fkn
Encl.

FORM BT-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

February 6, 1979

FROM: C. T. Keasey
Asst. State Highway Engineer

SUBJECT: Testing Agreement
U.S. Corps of Engineers

TO: H. S. Coulter
State Highway Engineer

Attached are two copies of the agreement with the U.S. Corps of Engineers covering an estimated $15,000 worth of special concrete tests at their Troutdale, Oregon, Materials Laboratory. These tests -- creep, shrinkage and elastic characteristics -- are specifically for checking some of the design assumptions used in the design of the I-205 Columbia River Bridge superstructure.

The Corps has the testing equipment to perform these tests and is willing to do them for us in accordance with this agreement and their standard schedule of charges.

The agreement has been signed by the Director of the Corps laboratory and approved as to form by Jack Sollis.

Your approval is recommended.

CTK:fr

Att.

cc: Al Harwood
Ed Hardt

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STATE HWY ENGR
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FOR
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FORM 81-734-2030

**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 15, 1979

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Special Testing
Columbia River (No. Channel)
Superstructure Project
I-205 East Portland Freeway

TO: H. S. Coulter
State Highway Engineer

Attached is a proposal from Al Harwood, together with background information from the U.S. Corps of Engineers, to engage the services of the Corps Testing Laboratory at Troutdale for verification of some of the assumptions used in design of the subject structure, such as the elastic, creep and shrinkage characteristics of the concrete to be used. This proposal has been reviewed with Walt Hart and with Herb Schell, FHWA, and has their tentative blessing.

I recommend that, if we can do so under the General Services purchasing rules, a purchase order be prepared and issued to the Corps for this testing work.

Also included in Harwood's letter is a request for purchase of some needed specialized equipment -- particularly a Carlson Gauge, possibly a Whitmore Gauge and possibly a laser beam level or a precise level. Requisitions for that equipment will be forthcoming.

CTK:fr

Att.

cc: Walt Hart
Ed Hardt
Al Harwood

will require agreement with approval from chairman - TSA
bsc
1-16-79
by Keasey

APPROVED
STATE HIGHWAY ENGINEER
Date 1-16-79

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STATE HWY ENGR
JAN 16'79
REFER TO
FOR

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JAN 5 1979
HIGHWAY DIVISION
SECTION

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon

January 3, 1979

FILE:

FROM: ALLAN G. HARWOOD

SUBJECT: Proposal for Testing & Monitoring Columbia River Bridge Superstructure

TO: WALT HART

This is in response to Herb Schell's request for an outline of a proposal for testing and monitoring deformation and deflection of the superstructure and a possible research project in conjunction with the activity. Our engineering will consist of performing Items 1-3 and possibly some activity on 4. An expansion of 4 correlation of data and interpretation of data obtained to provide useful information for future project is proposed as a research project if Federal funding and someone to do the work can be obtained.

1. Preliminary testing of concrete for creep characteristics, strength, elastic properties, thermal expansion and shrinkage by the Corps of Engineer lab at Troutdale is proposed. Some of this work could be done by our lab such as the strength testing, but this would result in duplication since the strength samples would also be used after testing other properties. Also the correlation of results would be better if all testing is performed in a single lab.

2. During construction of all spans we expect to monitor deflections, pier translation, joint rotation and span shortening as segments are erected or poured and stressing is performed utilizing various survey methods. We also plan on monitoring surface and internal concrete temperatures.

The data obtained from these measurements will be used to check alignment during construction, provide information for setting grades for the wearing surface and positioning of expansion joints and bearing assemblies.

3. Measurements of expansion, contraction and internal temperatures during curing and shrinkage are also planned for use in predicting creep dimension change and maintaining alignment.

4. Other possible measurements would include monitoring plastic and elastic deformation at several locations during erection, stressing and subsequent loading. This information would be useful in predicting longer term dimensional changes, in varifying design stress redistribution and creep assumptions and identifying possible problem areas.

With the data we will accumulate and possibly some expansion of the work under task No. 4, it would seem a worthwhile research project could be developed such as a correlation of predicted deflection, actual deflection and strain. I am aware considerable research has been and is being performed in the area of creep, shrinkage, stress redistribution and deflection. However, due to the magnitude of the Columbia River Bridge project a different environment and different materials involved it would seem that valuable information could be obtained.

Our ability to assimilate and analyze the data to produce a meaningful report is lacking. Also the value of the data in terms of future projects would be very limited in Oregon. If a research project does appear to be worthwhile I would suggest a cooperative effort with someone such as the University of California whereby we would furnish most of the field data. They would provide expertise in and advise in methods of collecting the data and formulation of the research project and reporting the results, etc. Hopefully whoever had the responsibility for the research project and report could provide the financing for their activities and any tasks we were called upon to perform outside of the construction engineering listed in 1 through 4. It would seem Federal research money could be made available for the research project.

cc: C. T. Keasey
Ed Hardt

Routing

Keasey — Rich

Bond — Glenn

Jackmond — Berg

Hopkins — Church

Johnson — Gebauer

Inloes — Widmer

RECEIVED
JAN 5 1979
CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Portland, Oregon
January 3, 1979

FROM: ALLAN C. HARWOOD

SUBJECT: Superstructure
Columbia River Bridge

TO: C. T. KEASEY

Design of the superstructure for the subject project is based on assumptions of elastic, creep and shrinkage characteristics of the concrete used. Ordinarily these assumptions are close enough. However, on a long span, segmental bridge such as the North Channel structure, the assumptions should be varified.

Our laboratory is not equipped to perform the long term creep tests. The Division Laboratory for the Corps of Engineers at Troutdale is so equipped and the Corps is willing to run these tests for us. Charges for any testing the Corps performed for us would be in accordance with the published rates they charge their own projects, plus an administrative charge not exceeding 15%.

An estimate of the costs for the initial series of tests is $10,000. A copy of the estimate and summary of tests is enclosed. You will note the complete series requires a year to complete. For this reason an early start is vital.

Ideally the aggregate and cement admixtures and mix proportions would be known. However, if we wait until that information is available the tests can not be completed by the time the information is needed. I feel that by running the tests with typical materials, Santosh coarse aggregate, Willamette River sand, Oregon Portland Cement and probably Master Builders water reducing admixture we can varify design assumption.

If material actually used in the project differed from the materials used in the tests, accelerated tests (90 day) could be performed to provide a basis for adjusting the results.

Some of the testing could be performed by our lab, however, in the interests of consistency and to avoid duplication it is necessary to have the Corps lab perform these tests also.

I would like to have approval to issue a Purchase Order for the testing. Since we are purchasing a service from another public (Federal) agency at predetermined fixed prices for each test requested and no competitive bidding is required a Purchase Order would seem to me a logical way to handle it.

In anticipation that logic can't be relied upon I have drafted an agreement which I think the Corps would be willing to sign. I rather doubt that they would be able to sign an agreement such as the one recently made with California for electro slag weld tests.

In the enclosed draft I have tried to limit the items and clauses to a minimum which are absolutely required by statute and to describe the responsibilities for each party in language understandable by the parties.

I have discussed with Herb Schell the necessity for these tests and the possibility we could have the Corps perform them for us. He agreed and encouraged having the testing performed and voiced no objection to the Corps doing the testing for us.

Also enclosed is a copy of a letter to Walt Hart concerning testing and a research project. The creep tests covered in this letter is Item 1 in the letter to Walt.

If we are to carry out the tasks outlined we will need some specialized equipment. Particularly a Carlson Gauge, possibly a Whitmore gauge and possibly a laser beam level or a precise level. Requests for the additional equipment will be submitted shortly.

Enclosure
cc: Walt Hart
Ed Hardt

ADDRESS REPLY TO
DIRECTOR
(NOT TO INDIVIDUALS

U.S. ARMY ENGINEER DIVISION, NORTH PACIFIC
CORPS OF ENGINEERS
NORTH PACIFIC DIVISION MATERIALS LABORATORY
RT. 2, BOX 12A
TROUTDALE, OREGON 97060

NPDEN-GS-S

6 December 1978

Mr. Allen C. Harwood
Project Engineer
Oregon State Highway Division
1919 NW Thurman
Portland, Oregon 97209

Dear Mr. Harwood:

In answer to the inquiry made by your Mr. John Howard during his 1 December 1978 visit to our laboratory, the following is a cost estimate for the concrete study outlined in the 18 October 1978 letter you received from Professor Milos Polivka, University of California:

| | |
|---|---|
| a. Item A, Compressive Strength (Total of 84-6x12 inch cylinders) | $1204.00 |
| b. Item B, Elastic Properties (Total of 51 modulus of elasticity and 18 Poisson's ratios) | 706.00 |
| c. Item C, Drying Shrinkage (Total of three 4x4x10 inch prisms by ASTM C 157 and four 6x16 inch cylinders) | 980.00 |
| d. Item D, Creep (Total of eight creep and four control 6x16 inch cylinders) | 3400.00 |
| e. Item E, Thermal Expansion (Total of four 6x16 inch cylinders at two ages) | 1400.00 |
| f. Materials Handling and Preparation | 200.00 |
| g. Batching and Mixing Concrete and Casting Specimens | 1120.00 |
| Sub-Total | $9010.00 |
| Contingencies and Reports | 990.00 |
| Total | $10,000.00 |

The following comments are offered to clarify the costs and details of the study:

a. For compressive strength, a minimum of three cylinders will be cast for each age, each cylinder from a separate batch of concrete. Pairs will be cast from separate batches for conventional concrete strength ages ( 7,28, 90 and 365 days).

b. It is our experience that Poisson's ratio is little effected by age. To verify this Poisson's ratio will be determined for two ages, 28 and 180 days.

c. Three specimens per age, each cast from a separate batch, will be tested for Poisson's ratio and modulus of elasticity.

d. Drying shrinkage will be determined on 4x4x10 inch prisms by ASTM C 157 and on 6x16 inch cylinders instrumented with Carlson strain meters. The control cylinders for the air-dried creep series will serve for the 7 day moist cure drying shrinkage test specimens.

e. Creep tests will be made in pairs, each cylinder being cast from a separate batch of concrete.

f. Control specimens for the sealed concrete creep tests will serve as specimens for the autogenous volume change tests.

g. Thermal expansion tests will be made on pairs of sealed and air-dried 6x16 inch cylinders instrumented with Carlson strain meters at two ages, 90 days and 180 days.

h. If the specific brand of cement to be used for the job is not certain, it is recommended a blend of three potential or locally available cements be used for the study.

If I can be of any further help, please feel free to call.

Sincerely yours,

O. E. BORGE
Director

DEPARTMENT OF THE ARMY
NORTH PACIFIC DIVISION, CORPS OF ENGINEERS
P.O. BOX 2870
PORTLAND, OREGON 97208

NPDEN-GS

1 November 1978

Mr. Allen C. Harwood
Project Engineer
Oregon State Highway Division
1919 NW Thurman
Portland, Oregon 97209

Dear Mr. Harwood:

In reply to your letter of 17 October 1978, we will be happy to accommodate your request for long term concrete creep tests at our Troutdale laboratory.

Work up to a total cost of $15,000 can be arranged direct with Mr. Borge of the lab who in turn can set up the billing and payment procedures etc. If more than this amount is involved, please advise so that necessary authority may be obtained from our Office, Chief of Engineers.

Sincerely,

PHILLIP L. COLE
Chief, Engineering Division

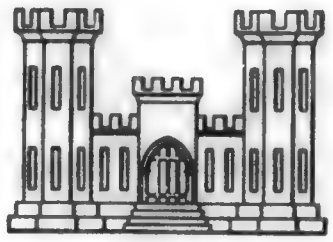
OREGON STATE HIGHWAY DIVISION
NOV 6 1978

# CORPS OF ENGINEERS
# U.S. ARMY

**SCHEDULE OF CHARGES**

**FOR**

**TESTS AND ANALYSES**



**JANUARY 1978**

**NORTH PACIFIC DIVISION MATERIALS LABORATORY**

**TROUTDALE, OREGON 97060**

DEPARTMENT OF ARMY
CORPS OF ENGINEERS
NORTH PACIFIC DIVISION MATERIALS LABORATORY

Schedule of Charges for Tests & Analyses
Effective 1 January 1978

PREFACE

1. General- The Division Materials Laboratory operates as a service organization under the Geology, Soils and Materials Branch, Engineering Division of the North Pacific Division. The physical plant is a 125 x 500 foot warehouse type building located 16 miles east of Portland, one-quarter mile north of Highway I-80, across Graham Road from the northeast corner of the Troutdale Airport. The mailing address is: Rt 2, Box 12A, Troutdale, OR 97060 and the phone number (503) 665-4166. It is organized into four branches; Chemistry, Concrete, Soils, and Service.

2. References:

a. ER 1110-261

b. ER 1110-8100

c. ER 1110-345-802

d. ER 1130-2-334

e. ER 1130-2-408

f. ER 1140-1-210

3. Scope of Work- The NPD Materials Laboratory has facilities, equipment and staff to provide complete testing services for:

a. Evaluation of foundations and construction materials as required in investigations for planning and design in support of Civil and Military Works programs being executed by the Districts in NPD.

b. Acceptance and record testing during construction to insure use of satisfactory and compatible materials and proper construction procedures.

c. Testing of dredge samples by elutriate test to determine mode of disposal of dredge spoils in accordance with EPA standards.

d. Testing and analysis of reservoir and river water for compliance with EPA standards and potable water for compliance with EPA and APH-AWWA-WPCF Standards.

e. Testing of lubricating and transformer oils for powerhouse equipment for conformance to acceptance standards, compatibility and powerhouse equimpent wear surveilance.

f. Inspection of field or project laboratories, Alaska District Laboratory, contractor quality control laboratories and commercial laboratories providing services to the Corps. Corps laboratory inspections include calibration of testing machines and scales.

g. Training of inspectors in control of earthwork, portland cement concrete and asphaltic concrete.

Request for test of materials outside the scope of capability of this laboratory will be forwarded to another Division Laboratory having that particular expertise.

4. Request for Tests - Requests for tests designating the account number of funds available for the work should be made on DA Form 2544 (original and two copies) addressed to the Director, North Pacific Division Materials Laboratory, Corps of Engineers, Route 2, Box 12A, Troutdale, OR 97060. Funds for such services will be obligated upon issuance of the DA Form 2544 and written acceptance by the laboratory is not required. The test desired should be appropriately identified by standard test methods designations or by the specification with which the materials to be tested must conform. Request for special or modified tests must clearly indicate the nature of the information desired. Letters of transmittal need not be used to submit DA Forms 2544.

5. Test Charges - Charges for routine tests listed in this schedule include direct costs for labor, materials, normal indirect charges, and preparation of reports and drawings as required for final reporting. Charges for tests or work of a specialized non-routine nature are billed on a cost basis. Estimates for such work will be furnished on request. The unit test charges and hourly laboratory rates are periodically reviewed and revised as necessary to maintain a zero (non-profit) fiscal balance. District laboratory support obligations are indicated in the annual NPD :tivity Budget. Should laboratory support fall below operating costs, the deficit will be billed the Districts prorated on their obligation and support for the fiscal year. This procedure is authorized in multiple letter ENGWE 635, dated 15 October 1952, subject: "Utilization of Division Laboratories".

6. Scheduling of Tests - Testing is scheduled in the order the authorization and test samples are received and every effort is made to meet deadlines indicated. However, these deadline dates should be realistic, taking into consideration preparation and conditioning of samples, curing time, equipment set-up time and time required to procure necessary hardware. Emergency request, whereby test authorization and report due date are committed on short notice, will be handled as expeditiously as possible by overtime, assigning to other Division Laboratories or by loan of District personnel. For sake of expediency such request may be made by phone with follow up by DA Form 2544.

7. Shipment of Samples - Samples should be clearly marked for field identification, including information indicating project, source, type of material, date sampled, person taking sample, field or project sample numbers and, if pertinent, contract number. Samples forwarded by commercial carrier should

be prepaid. Sample size should conform to that specified in job specifications and/or Appendix I of this price schedule.

8. Work for Others - ER 1140-1-210 authorizes Division Laboratories to perform work for other Federal Agencies, State, and local units of government, foreign governments and private firms on a reimbursable basis. Normally a 15 percent surcharge is assessed other than Federal Agencies. Conditions governing acceptance of such work include: (1) no commercial laboratory facility capable of doing the work is available; (2) the work is within the scope of authorized activities of the laboratory; (3) performance will not interfere with Corps work; (4) performance will not require expansion of staff or facilities; (5) performance will not be adverse to public interest and (6) in the case of private firms written certification is obtained stating that results of the work will not be used for litigation or promotional purposes.

9. Visits and Correspondence - Visits and telephone correspondence by District and Project personnel are encouraged to firm up and detail testing program or to assist in solving their design or construction problems. The laboratory business hours are 7:45 AM to 4:15 PM, Monday through Friday.

10. The schedule of charges for test and analysis dated February 1974 is rescinded.

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## CEMENT, POZZOLAN AND PETROGRAPHY

| NPD Ref. | Type of Test | Reference Method | Unit Price | Unit of Charges |
|---|---|---|---|---|
| | **Cement and Pozzolan (by WES)** | | | |
| CP-1 | Testing of portland cement (includes physical tests and chemical analysis but not heat of hydration) | CRD-C 200 (SS-C 1960/3 or 4) | 270 | Sample |
| CP-2 | Heat of hydration, two ages | CRD-C 229 | 270 | Sample |
| CP-3 | Alkali content | CRD-C 209 | 54 | Sample |
| CP-4 | Testing of pozzolan (includes physical tests and chemical analysis but not reactivity test) | CRD-C 200 | 270 | Sample |
| CP-5 | Pozzolan test for reactivity with cement alkalies | CRD-C 262 | 215 | Sample |
| | **Petrography (by other Corps Division Labs)** | | | |
| P-1 | Petrographic examination of ledge rock | C-127 | 135-325 | Type |
| P-2 | Petrographic examination of fine aggregate | C-127 | 160-760 | Sample |
| P-3 | Petrographic examination of coarse aggregate | C-127 | 160-375 | Sample |
| P-4 | Petrographic and/or microscopic examination of hardened concrete | | 160-1080 | Job |

Note: Firm price for petrographic examinations will be made on receipt of request based on cost negotiated with another Division Laboratory.

## CHEMISTRY

| NPD Ref. | Type of Test | Reference Method | Unit Price | Unit of Charge | NPD Ref. |
|---|---|---|---|---|---|
| CH-1 | Chemical Analysis of Water or Industrial Wastes | Applicable Specs. | | | |
| | a. Complete water analysis | | 310 | Sample | |
| | b. Individual tests included in the complete analysis | | Cost | Test | |
| | c. Bacteria | | | | CH-3 |
| | (1) Total Coliform | | 11 | Sample | |
| | (2) Fecal Coliform | | 11 | Sample | |
| | (3) Fecal Streptococci | | 11 | Sample | |
| | d. Total nitrogen | | 38 | Sample | CH-4 |
| | e. Biochemical oxygen demand | | 32 | Sample | CH-5 |
| | f. Chemical oxygen demand | | 27 | Sample | |
| | g. Total organic carbon | | 36 | Sample | |
| | h. Particulate organic carbon | | 38 | Sample | |
| | i. Dissolved organic carbon | | 38 | Sample | CH-6 |
| | j. Mercury | | 32 | Sample | |
| CH-2 | Paint Analysis | Applicable Specs. | | | |
| | a. Enamels, linseed oil and pigment in oil paints and red leads, TT-P-86d TT-P-615d | | 290 | Sample | CH-7 |
| | b. Varnishes | | 260 | Sample | |
| | c. Exterior TT-P-102, TT-P-25a, TT-P-53 MiL-P-15328a, PVA and special paints | | 310 | Sample | |
| | d. Thinners | | 86 | Sample | CH-8 |
| | e. Vinyl paints, V-102, V-766, V-106, V-103, VZ-108 amd TT-A-468a | | 225 | Sample | CH-9 |

| NPD Ref. | Type of Test | Reference Method | Unit Price | Unit of Charge |
|---|---|---|---|---|
| | f. Vinyl ingredient materials | | 102 | Each |
| | g. Coal tar enamel | | 325 | Sample |
| | h. Coal tar primer | | 110 | Sample |
| | i. Other types of paint, partial or check tests | | Cost | Job |
| CH-3 | Asphalts | Applicable Specs. | | |
| | a. Complete (acceptance test liquid & paving grades & emulsions | | 235 | Sample |
| | (paving grade with thin film) | | 280 | Sample |
| | b. Thin-film oven test only | | 140 | Test |
| CH-4 | Roofing Asphalt | Applicable Specs. | 235 | Sample |
| CH-5 | Bitumious Cement | Applicable Specs. | | |
| | a. R-P-381, SS-A-666, or SS-A-701 | | 235 | Sample |
| | b. SS-A-451 | | 215 | Sample |
| | c. SS-C-153 | | 215 | Sample |
| CH-6 | Lubricating Oils | Mult. Purpose Testing Specs. | | |
| | a. Single samples | | 22 | Sample |
| | b. Groups of 5 or more | | 16 | Sample |
| | c. Foaming Test | | 38 | Sample |
| CH-7 | Transformer (Insulating) Oils | Mult. Purpose Testing Specs. | | |
| | a. Complete Test (Includes moisture content) | | 48 | Sample |
| | b. Moisture content only (insulating oils) | | 22 | Sample |
| CH-8 | Oil Compatibility Tests | | 350 | Blend |
| CH-9 | pH on Soils (sample prepared) | Applicable Fed. Specs. | 38 | Sample |
| | Any preparation of sample needed | | Cost | |

| NPD Ref. | Type of Test | Reference CRD (ASTM) | Unit Price | Unit of Charge | NPD Ref |
|---|---|---|---|---|---|
| Ch-10 | Chemical analysis of concrete mixing and curing water | CRD-C400 | $160 | Sample | |
| Ch-11 | Reactivity of Aggregates, Quick Chemical Method | C128 (C 289) | 190 | Per each Size | C-1 |
| | On composite samples | | 235 | Sample | |
| CH-12 | Cement content as required for the mixer performance test (one sample first 1/3 - middle - last 1/3) | CRD-C55 | 260 | Sample | C-2 |
| CH-13 | WRA Check Tests | | 155 | Lot | |
| CH-14 | AEA Check Tests | C12 | 190 | Lot | |
| CH-15 | Chemical analysis of rock | Applicable Specs. | 430 | Sample | C-3 |
| CH-16 | Miscellaneous constuction materials | Applicable Specs. | Cost | Job | |
| CH-17 | Analysis of lime | ASTM C25 | 430 | Sample | |
| CH-18 | Metal analysis | | 120 | Element | C-4 |
| | Sample preparation for metal analysis | | Cost | | |
| CH-19 | X-ray analysis (spectrograph & diffraction) | | Cost | | C-5 |
| CH-20 | Roofing felts & shingles (asphalt) | Applicable Specs. | 195 | Sample | |
| CH-21 | Roofing mandrel test | | 86 | Sample | C-6 |
| CH-22 | Boiler scale analysis: | | | | C-7 |
| | a. Complete | | 405 | Sample | |
| | b. Partial | | 260 | Sample | C-8 |
| CH-23 | Infra-red spectrometer tests (2 scans) | | 97 | Sample | C-9 |

NOTE: Confirming tests on proprietary materials, which are necessary in event of failure by initial test, will be charged at "Cost" over and above the stated unit prices. The amount of additional charge will depend upon the number and nature of features failed. Any further service required for follow-up with manufacturer on rejected paint, asphaltic products and oils or with representatives of District or Project will be charged as additional cost to original request unless other funds are cited.

## CONCRETE

| NPD Ref. | Type of Test | Reference CRD (ASTM) | Unit Price | Unit of Charge |
|---|---|---|---|---|
| | **Aggregate Processing for Concrete** | | | |
| C-1 | Bulk separation of pit run materials including making C-5 tests on nominal sizes | | $420 | Sample to 5 cu yd loose volume |
| C-2 | Processing aggregate (including separating bank-run samples into fine and coarse aggregate; washing coarse aggregates as required; crushing oversized gravel or rock and preparing special blends of coarse aggreage). | | 210 | Ton |
| C-3 | Manufacture of sand by rodmilling and classifying or special blending of natural sand; preparing special gradations (work required in addition to that covered by Item C-2 above) | | 210 | Minimum run to 500 lbs |
| C-4 | Same as above | | 420 | Ton (1 or more tons) |
| | **Concrete Aggregate, Quarry Rock, NX Core (Elementary & Soundness)** | | | |
| C-5 | Sieve anaylsis of fine or coarse aggregate | C-103 (C-136) | 34 | Each nominal size fraction |
| C-6 | Bulk SSD specific gravity and absorption, fine aggregate | C-108 (C-128) | 42 | Sample |
| C-7 | Bulk SSD Specific gravity and absorption, coars aggregate, rock and core | C-107 (C-127) | 42 | Each nominal size fraction |
| C-8 | Material finer than No. 200 | C-105 (C-117) | 34 | Sample |
| C-9 | Unit Weight | C-106 (C-29) | | |
| | a. Fine aggregate | | 14 | Sample |
| | b. Coarse aggregate (No. 4-3/4", 3/4"-1½, or 1½-3") | | 22 | Sample |

| NPD Ref. | Type of Test | Reference CRD (ASTM) | Unit Price | Unit of Charge | NPD Ref. |
|---|---|---|---|---|---|
| | c. Coarse aggregate plus 3" | | $ 34 | Sample | C-20 |
| C-10 | Clay lumps determination | C-142 (C-142) | 34 | Fine or coarse sample | |
| C-11 | Scratch test for soft particles in coarse aggregate | C-130 (C-851) | 110 | Sample | |
| C-12 | Flat and long particles in coarse aggregate | C-119 | 75 | Nominal size | |
| C-13 | Shaker test for soft and friable constituents in fine aggregate | NPD Shaker Test | 140 | Sample | * |
| C-14 | Lightweight particles in fine or coarse aggregate by sink-float separation | C-122 | 92 | Nominal size | C-21 |
| C-15 | Organic impurities of fine aggregate | C-121 (C-40) | 14 | Sample | C-22 |
| C-16 | Soundness of fine or coarse aggregate by use of magnesium sulfate | C-137 (C-88) | 170 | Test | |
| C-17 | Soundness of quarry or ledge rock or coarse aggregate by freeze-thaw, 100 | NPD Method | 140 | Sample | C-23 |
| | a. Each additional 25 cycles | | 22 | Sample | C-24 |
| | b. Interim visual examination | | 22 | Sample/exam | |
| C-18 | Accelerated expansion test (Ethylene Glycol) for presence of swelling type clays in ledge rock | C-148 | 56 | Sample | C-25 |
| C-19 | Soundness of quarry or ledge rock or coarse aggregate by wetting-cooling, drying-heating (automatic apparatus 4 cycles per day) | NPD Method | | | C-26 |
| | a. First 50 cycles | | 110 | Sample | C-27 |
| | b. Each additional 50 cycles | | 42 | Sample | C-28 |
| | | | | | C-29 |

| NPD Ref. | Type of Test | Reference CRD (ASTM) | Unit Price | Unit of Charge |
|---|---|---|---|---|
| C-20 | Freezing and thawing test to determine relative soundness of concrete aggregate; series of 3 sets of 3 beams each 3½"x4" x 16" (including preparation of aggregate and concrete mixtures, fabrication, curing and testing specimens) | C-114 | $1320* | Series |
| | Same as above plus an additional series using combinations such as, fine or coarse aggregate with standard coarse or fine aggregate; or all standard aggregates | | 2020* | Two series concurrently |
| | * NOTE: Includes Photographs & Examination of Beams after Test | | | |
| C-21 | Abrasion of coarse aggregate by use of the Los Angeles machine | C-117 (C-131) | 78 | Test |
| C-22 | Mortar bar test for reaction of aggregates with alkalies in cement (including preparation of aggregates, fabrication and test of 2 sets of 3 bars made with cements of high and low alkali content) | 123 (C-227) | 560 | Test |
| C-23 | Potential volume change of cement aggregates combinations. (Conrow Test) | C-140 (C-342) | 840 | Test series |
| C-24 | Mortar compressive strength ratio of fine aggregate | C-116 (C-87) | 140 | Sample |
| | Tests on Core or Ledge Rock Samples (Rock Mechanics) | | | |
| C-25 | Sample preparation crushing and sizing rock or core for testing | | 48 | Sample |
| | Additional samples | | 28 | Sample |
| C-26 | Unconfined compression | C-150 (D-2938) | 28 | Specimen |
| C-27 | Modulus of elasticity (static-includes C-25) | | 78 | Specimen |
| C-28 | Poissons Ration (includes C-25 and C-26) | | 105 | Specimen |
| | NOTE: For C-26 through C-28 tests unit prices will be reduced 25% for groups of five or more specimens. | | | |
| C-29 | Dynamic modulus of elasticity | | 36 | Specimen |

| NPD Ref. | Type of Test | Reference CRD (ASTM) | Unit Price | Unit of Charge |
|---|---|---|---|---|
| C-30 | Longitudinal velocity | | $ 22 | Specimen |
| C-31 | Porosity | | 42 | Specimen |
| C-32 | Tensile Strength | C-149 (D-2936) | 42 | Specimen |
| C-33 | Modulus of rupture | | 22 | Specimen |
| C-34 | Tensile splitting | C-77 (C-496) | 28 | Specimen |
| C-35 | Package test (includes one each of above tests in suite of at least 5 samples per test) | | 350 | Sample |
| C-36 | Apparent porosity including determination of bulk dry, bulk SSD and apparent specific gravity and absorption | | 110 | Sample |
| | Additional samples | | 56 | Sample |
| C-37 | Absolute porosity, including sample pulverizing and determination of bulk SSD and absolute specific gravity and absorption | | 210 | Sample |
| | a. Two samples | | 140 | Sample |
| | b. Three or more samples | | 105 | Sample |
| C-38 | Triaxial shear tests on NX rock cores or 3"x6" concrete cylinders, 1 rock type or sample or 1 concrete mix. (Three specimens are tested for each load) | C-147 (D-2664) | 840 | Three load series |

NOTE: To insure that necessary core segments of required sizes after cutting will be available, a total length of approximately five feet of core of each sample is preferred. Unit prices do not include sample preparation.

Concrete Mix Designs

| | | | | |
|---|---|---|---|---|
| C-39 | Concrete mixture design. Determine the mix proportions for one cement factor or W/C, casting two cylinders from each of 3 batches for up to three ages. | C-3 C-1 | 860 | 1 Mixture up to 1 1/2" MSA |
| C-39a | Include two additional single batch mixes at W/C or cement factors above and below the basic mix. | | 325 | |

NPD Ref.: C-40, C-41, C-41a, C-42, C-43, C-44, C-45, C-46

| NPD Ref. | Type of Test | Reference CRD (ASTM) | Unit Price | Unit of Charge |
|---|---|---|---|---|
| C-40 | Mass concrete mix design. Determination of mix proportions for one cement factor or W/C; casting of 2 cylinders from each of three batches for each of up to five ages. Charges for any required processing and/or test of concrete materials are not included. | C-1 | $970 | 1 Mixture 3" or 6" Max. |
| | a. Modulus of elasticity at each test age | | 32 | Test age |
| | b. Poissons Ratio (one test per round) | | 54 | Test age |
| NOTE: | (1) For a series of three or more mixes of the same MSA to provide 3-batch data for a 3-point W/C strength curve or designs to meet the requirements of all features of a major project. | Multiply above unit prices by 2.5 | | |
| | (2) For a pair of mixes of the same MSA | Multiply above unit prices by 1.7 | | |
| C-41 | Light weight aggregate concrete mix design. Determine the proportions for one cement factor and curing and testing two cylinders per age from each of three batches for unit weight and compressive strength by CRD-C-75. (7 & 28-days) Includes determining the specific gravity factor of the coarse aggregate. | C-1 & C-75 | 1080 | 1 Mixture up to 1 1/2" MSA |
| C-41a | For series of three mixes to provide 3-batch data for 3-point W/C-strength curve. | | 2690 | |
| C-42 | Roller Compaction Concrete. Determine the proportions for one cement factor using a modified Vebe apparatus for consistency control. Includes casting, curing and testing pairs of cylinders for 4-ages for each of three batches. | C-2 | 970 | 1 Mixture up to 3" MSA |
| C-43 | Casting, curing and testing extra cylinders for accelerated curing; two cylinders for each of three batches with strength prediction curves. | C-97 (C-684) | 86 | |
| C-44 | Time of set of concrete mixtures. | C-86 (C-403) | 81 | |
| C-45 | Mixer Grinding Test | C-50 | 1050 | Test |
| C-46 | Sawing concrete, coring concrete, preparation of specimens. (Use $15/operation for estimating purposes.) | C-27 (C-42) | Cost | |

| NPD Ref. | Type of Test | Reference CRD (ASTM) | Unit Price | Unit of Charge | NPD Ref. |
|---|---|---|---|---|---|
| C-47 | Compressive test of concrete specimens (storing, capping and testing of field specimens). | C-14 (C-39) | | | C-56 |
| | a. 6"x12" cylinders | C-14 (C-39) | $ 14 | Cylinder | |
| | b. 6"x12" cylinder tensile splitting tests | C-77 | 16 | Cylinder | C-57 |
| C-48 | Flexural Test of Concrete Beams | C-16 (C-78) | | | |
| | a. 6"x6" beams (one break only) | | 22 | Break | |
| | b. 6"x6" beams (two breaks, same date) | | 34 | Pair of Breaks | |
| C-49 | Determination of static modulus of elasticity (Young's) - (not including fabrication of specimens) 6"x12" cylinders. | C-19 (C-469) | 22<br>43 | Ea. Specimen<br>Set of three | |
| | a. Including Poissons ratio | | 54<br>140 | Ea. Specimen<br>Set of three | |
| | b. 6"x6" beams (by SR-4 strain gage) | | 140 | Ea. Specimen | NOTE: |
| C-50 | Determination of dynamic modulus of elasticity.* (Includes density, determination but not fabrication or sawing of specimen). | C-18 (C-215) | 56 | Specimen | C-58 |
| NOTE: | *Specimen should have length to depth ratio of at least 3. | | | | |
| C-51 | Longitudinal shear strength of 10" dia. concrete cores. | C-89 | 38 | Specimen | |
| C-52 | Air content of hardened concrete by high pressure method. | C-83 | | | C-59 |
| | a. First specimen | | 110 | Specimen | |
| | b. Additional specimen | | 54 | Specimen | C-60 |
| C-53 | Specific gravity, absorption and voids in hardened concrete. | C-23 C-642) | 86 | Specimen | |
| C-54 | Concrete drying-shrinkage, readings through 6 months including casting of specimens from an established mix design. | C-56 | 490 | Test series | |
| C-55 | Resistance of concrete specimens to rapid freezing and thawing. | C-20 (C-666) | 1290 | Test series | |
| | a. Series of 3 batches, 9 specimens, 1 mix when test series is cast as part of mix design investigation. | | 840 | Test series | |

| NPD Ref. | Type of Test | Reference CRD (ASTM) | Unit Price | Unit of Charge |
|---|---|---|---|---|
| C-56 | Freeze-thaw test of field cast or sawed concrete beams, 3 1/2"x4 1/2"x16"; set of 3 specimens (sawing not included). | C-20 (C-666) | $560 | Test Series |
| C-57 | Creep tests, variable applied stresses to 700 psi, varying ages of initial load application, instrumentation by Carlson strain meter; includes pair of unloaded cylinders for control (autogenous volume change) and coefficient of thermal expansion and companion 6x12-inch cylinders for compressive strength and modulus of elasticity. | C-54 (C-512) | | Test |
| | a. 6x16-inch cylinders cast from 1 1/2" max., concrete | | 1080/first age<br>620/each additional age | |
| | b. 9x18-inch cylinders cast from 3" max. concrete | | 1240/first age<br>750/each additional age | |
| | NOTE: Does not include mix design. | | | |
| C-58 | Concrete strain capacity, by fast loading of 6x6x30-inch unreinforced 1 1/2" max. concrete beams on 28.5-inch span, instrumentation by SR-4 strain gage; three beam/test age. (Does not include mix design) | EM 1110-2-2000 Para. 2-2(8)(c) | 540/first age<br>325/each additional age | |
| | Field cast or prepared beams | | 420/set of 3 | |
| C-59 | Concrete strain capacity, by fast loading of 12x12x64-inch unreinforced 3-inch max. concrete beams on 60-inch span, instrumentation by SR-4 strain gage; three beams/test age. (Does not include mix design) | EM 1110-2-2000 Para. 2-2(8)(c) | 970 | Per age |
| C-60 | Concrete strain capacity, by slow incremental loading over period 7 to 90-days of moisture sealed 12x12x64-inch unreinforced 3-inch max. concrete beams over 60-inch span, instrumentation by Carlson strain meter. Requires control for autogenous volume change which may be same size beam and be scheduled for C-51 fast loading at 90-days age. (Does not include mix design). | EM 1110-2-2000 Para. 2-2(8)(c) | 2150 | Per Mixture |

| NPD Ref. | Type of Test | Reference CRD (ASTM) | Unit Price | Unit of Charge | NPD Ref. |
|---|---|---|---|---|---|
| | Including fast loading at 90-days age of beams cast for autogenous volume change | | $2690 | Per Mixture | |
| | NOTE: C-58 and C-59 fast loading tests determine the capacity of concrete to withstand strain which may result from temperature drop in a short period. The C-60 slow load test measures this capacity for a longer period such as a gradual seasonal temperature decrease. | | | | C-68 |
| C-61 | Coefficient of thermal expansion, fine aggregate in mortar (set of three 1" x 1" x 11" mortar bars) | C-126 | 280 | Set of 3 Bars | |
| C-62 | Coefficient of thermal expansion, aggregate or rock | C-125 | | | C-69 |
| | a. One rock type | | 460 | Rock Type | |
| | b. Two or more rock types | | 300 | Rock Type | |
| C-63 | Coefficient of thermal expansion, concrete specimens using Carlson strain meters in each of 2 specimens (up to 3" max. aggr.) | | | | |
| | a. First age | | 700 | Pair | C-70 |
| | b. Each additional age | | 140 | Pair | |
| C-64 | Determination of specific heat of aggregate or mortar portion of concrete mix. | C-124 | 420 | Test | |
| | Determination of specific heat of Concrete computed on basis of CRD-C124 test on constituents | | 56 | Mixture | C-71 |
| C-65 | Determination of thermal diffusivity of concrete (includes casting of specimens from established mix design) 6" x 12" concrete cylinders, (minimum of 2 specimens per test) | C-36 | 300 | Test | |
| C-66 | Determination of thermal diffusivity of mass concrete using 2' x 2' x 2' specimen (includes unit weight determination | C-37 | 1060 | Specimen | |
| C-67 | Adiabatic temperature rise of concrete including computation of heat of hydration of cement (or cement-pozzolan combinations) through 28-days on five cubic foot sample of concrete precooled to 45F, cast from established mix design. | C-38 | 1620 | Test | |

| NPD Ref. | Type of Test | Reference CRD (ASTM) | Unit Price | Unit of Charge |
|---|---|---|---|---|
| | **Admixtures** | | | |
| C-68 | Testing samples of air-entraining admixtures | C-12 | | |
| | a. Abbreviated test | | $840 | Sample |
| | b. Full test | | 2100 | Sample |
| | c. Check tests | | 140 | Sample |
| C-69 | Acceptance tests of fluidifiers for use in foundation or joint grouting including reduction in water requirement, increase in water retentivity, expansion and relative compressive strength. (Prices do not include record test on cement). | C-566 | | |
| | a. One fluidifier and one cement One water-cement ratio | | 430 | Each |
| | b. Each additional fluidifier | | 140 | Each |
| C-70 | Determination of appropriate mix proportions for admixture cement grout combination, including flow-viscosity and plastic shrinkage data, time of set and strength. | | 420<br>630 | Each<br>Set of 3 |
| C-71 | Acceptance tests on chemical admixtures for concrete | C-87 (C-494) | | |
| | a. Full test | | 4630 | 1 Admixture |
| | b. Each additional admixture | | 970 | 1 Admixture |
| | c. Abbreviated test, water requirement, time of set and 7 and 28-day compressive strength. | | 840 | 1 Admixture |
| | d. Check test | | 160 | 1 Admixture |

## SOILS

| NPD Ref. | Type of Test | Reference Method | Unit Price | Unit of Charge |
|---|---|---|---|---|
| | **Soils Tests** | | | |
| S-A-1 | Processing, compositing of sack samples or special handling | | Cost | |
| S-A-2 | Visual Classification | | | |
| | a. Disturbed (jar or sack) | | $ 5 | Sample |
| | b. Undisturbed (cyl. or box) | | 22 | Sample |
| S-A-3 | Gradation Analysis | EM-1110-2-1906V | | |
| | a. Gravel (3" to No. 4) | ASTM-C-136 | 34 | Sample up to 100 lb. |
| | b. Sand (No. 4 to No. 200) | | 34 | Test |
| | c. Hydrometer (Minus No. 200) | ASTM-D-422 | 28 | Test |
| | d. Two fractions (a & b or b & c) | | 42 | Sample |
| | e. Three fractions (a, b & c) | | 48 | Sample |
| | f. Material finer than No. 200 sieve | ASTM-C-117 | 34 | Sample |
| S-A-4 | Atterberg Limits | EM-1110-2-1906 III<br>ASTM-D-423 & 424 | | |
| | a. Washed sample | | 48 | Test |
| | b. Non-plastic, when processing required | | 22 | Test |
| S-A-5 | Specific Gravity | EM-1110-2-1906 IV | | |
| | a. Pycnometer (Minus No. 4) | ASTM-D-854 | 34 | Test |
| | b. Plus No. 4 (with absorption) | | 42 | Test |
| | c. Minus No. 4 (with absorption) | | 42 | Test |
| S-A-6 | Water Content | EM-1110-2-1906 I | 8 | Test |

8905

STATE OF WASHINGTON

Dixy Lee Ray
*Governor*

DEPARTMENT OF TRANSPORTATION
Highway Administration Building, Olympia, Washington 98504 206/753-6005

January 5, 1979

Walter J. Hart
Bridge Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTF

I-205 Columbia River Bridge
North Channel Superstructure
Approval of Final Plans & Specifications

Dear Mr. Hart:

This is in response to your letter of December 29, 1978, requesting our approval of your plans and specifications for this portion of the project.

As previous correspondence has indicated, we have not undertaken to make a detailed review of this work. With the knowledge that your staff has made a careful check of the Consultant's design, we have limited our review to a cursory nature.

The cooperation and exchange of information between the Bridge Offices of our respective Departments during the long period of developing these plans has been excellent. This has led to full discussion of any problem areas and through the past exchanges of data and comments, we are confident that these final documents are satisfactory. The copies furnished with your letter appear to have recognized all of our previous comments and current concerns.

You have our approval of the final plans and specifications. In accordance with the agreement between our Departments, we expect to receive your estimate of the construction cost for this portion of the project.

Very truly yours,

A. D. Andreas

A. D. ANDREAS
State Design Engineer

RECEIVED
TECHNICAL SERVICES
JAN 11 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ret | File

NOTED
W.J. HART

RECEIVED
JAN 10 1979
BRIDGE SECTION

ADA:is

cc: V. W. Korf
F. A. Maresca
R. L. Carroll

8905

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: Walter J. Hart
Bridge Engineer

DATE: October 18, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Sign Support Locations
Columbia River (Interstate 5 ) Bridge
Bridge 9555
North Channel Superstructure

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
OCT 19 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Ign | Det | File

As requested in your letter of October 12, 1978, we have reviewed the sign support locations for the north channel superstructure of the East Portland Freeway. Our review was coordinated with Mr. Loren D. Wagnild of the Washington Department of Transportation, District No. 4 in Vancouver, Washington. Mr. Wagnild in turn discussed the plans with Mr. Gilmore Rose in Olympia.

Our recommendations for the various sign supports are as follows:

(1) Station 28+70 Lt. - No sign is required at this location. The sign support should be removed.

(2) Station 41+90.00 Lt. - Washington does not intend to have a sign at this location. However, they would like to keep the sign support and conduit for a possible future sign structure.

(3) Station 66+03.00 Rt. - The sign support and conduit are approved as shown.

(4) Station 68+35.00 Lt. - The sign support and conduit are approved as shown.

One small sign structure was left off the plans. A small sign bridge is needed at Station 35+53.00 to span the bike route that is located in the median. This structure will support the "ENTERING OREGON" and "ENTERING WASHINGTON" signs. The sign for Oregon will be 6' 6" X 4' 0" and the sign for Washington will be 10' 0" X 4' 0". The signs will be mounted back to back on the same structure. The minimum clearance over the bike route will be 9' 6" and no sign illumination will be required.

As an alternate, you may install a small sign bracket over the bike route from the luminaire pole shown near that location. The sign sizes and minimum clearance would remain the same for this installation.

Thank you for giving us the opportunity to review the plans.

ORIGINAL SIGNED BY L. E. GEORGE

ELS:cs
cc: E. S. Hunter
E. L. Hardt
Al Harwood
Gilmore Rose
Loren D. Wagnild

L. E. George
Traffic Engineer Supervisor

8905

DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

9-19-78.

FEDERAL AID PROJECT NO.: I-205-7(66)315

STATE PROJECT NO.: See below

COUNTY NAME: Mult.-OR./Clark-WA

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

**FROM:**

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80403

**TO:**

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 9-19-78 | 9-19-78 | Interstate 205 | Primary 64 |

**GENERAL LOCATION:**

Columbia River Bridge (North Channel Superstructure)

**GENERAL DESCRIPTION OF WORK:**

One Bridge - Superstructure

**YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

PRELIMINARY ENGINEERING TO DETERMINE

- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☒ OTHER (Specify) on the job training $12,000.

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

**REMARKS**

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's September 13, 1978, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $72,083,250 - Federal Funds $66,284,586.

A signed copy of the Title Sheet is returned herewith.
(State of Oregon TEC $60,020,839 - F.F. $55,351,217
State of Washington TEC $12,062,411 - F.F. $10,933,369)

Swan 9.21

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 9-19-78 | G. K. Hansen | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8905

STATE OF WASHINGTON

Dixy Lee Ray
*Governor*

DEPARTMENT OF TRANSPORTATION
Highway Administration Building, Olympia, Washington 98504 206/753-6005

September 8, 1978

Mr. E. S. Hunter
Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Hunter:

In response to your letter regarding obligation of funds and advertisement and award of contract, we have no valid reason not to proceed as you have stated. We have not reviewed the plans for this structure in detail but a cursory review does not raise any objection to proceeding on that schedule. Funding is available and we concur with your schedule.

Very truly yours,

Mr. V. W. KORF
DEPUTY SECRETARY OF TRANSPORTATION

VWK:ss

cc: F. A. Maresca
R. L. Carroll
A. D. Andreas
C. S. Gloyd

NOTED
E. S. HUNTER
cc Klaboe, Norberg, Glenister, Hart, Hardt. 9-12-78

RECEIVED
TECHNICAL SERVICES
SEP 11 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

UCN 21-2
I-205
Col. R. Br.

September 6, 1978

Mr. William A. Bulley
Secretary of Transportation
Washington Department of Transportation
Transportation Building
Olympia, Washington 98504

Dear Bill,

Columbia River (I-205) Bridge
Main Channel Superstructure
Bridge 9555
Early PS & E

Work on the plans and specifications for the subject project are rapidly nearing completion. We currently plan to advertise the job sometime in January 1978 and receive bids about ninety days later.

In order to commit funds prior to the close of the Federal Highway Administration's fiscal year, we plan to ask for early PS & E toward the end of this month.

Do you concur with this scheduling?

Sincerely,

E. S. Hunter
Technical Services Engineer

bc R. A. Burco
F. B. Klaboe
D. H. Moehring
J. H. Versteeg
Walt Hart
R. N. Bothman
Ed Hardt

RWE:dh ja

8905

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: June 30, 1978

In reply refer to: HBR-OR/734.42

SUBJECT: 1979 Interstate Cost Estimate
Structure Code Costs

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Dept. of Transportation
Salem, Oregon

Attn: Mr. Walt Hart, Structures

COPY
CCN 21-1-1

We have reviewed Mr.Hart's submission of June 27, 1978, on the coded unit costs and the I-205 Columbia River crossing cost estimate. We find the submittal acceptable except for coded item 2007 which has a mathematical projection error. Also, we refer you to our June 28 memo on the I-505 estimate.

for G. L. Green

RECEIVED
TECHNICAL SERVICES
JUL 3 '78
REFER TO
FOR
Info | Insp | R/D | D/R | Sign | Act | File

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: June 27,1978

In reply refer to: HRB-OR/734.42

SUBJECT: 1979 Interstate Cost Estimate
Structure Code Costs

FROM: G. L. Green, Division Administrator

RECEIVED
TECHNICAL SERVICES
JUN 28 '78
REFER TO
Walt
FOR
Info | Instr | R/D | D/R | Sign | Act | File
K

TO: Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Attn: Mr. Walt Hart, Structures

Copy Cod 21.1.1

We have received Mr. Hart's May submittal and subsequent revision sheets and find them generally acceptable except as listed below:

NOTED
E. S. HUNTER

| Code No. | Item | Remarks |
|---|---|---|
| 2002 | Reinforced concrete grade separation strs. | Remove one river structure |
| 2009 | Reinforced concrete grade sep. false abut. | Remove one structure |
| 2010 | Steel beam highway grade separation | Minor change |
| 2025 | Steel curve box girder | Minor change |
| 2035 | Parapet rail removal and replacement | Minor change |

All of these items have been discussed with Glenn Abernathy and we would appreciate a new submittal when the corrections are made.

Please note on the main Columbia River Bridge superstructure that a recent estimate of cost prepared by the consultant should be used.

We accept your 1977 structure index cost of 199.3. This was computed eliminating the structural concrete in the Columbia River substructure which is not indicative for the remaining work necessary under the Interstate.

We have noted that much of the widening costs estimated are based on figures updated from as early as 1972. These figures were derived from structures bid as early as 1967. It would seem only appropriate to verify that these code items are accurate utilzing today's prices on some of the more recent widening work accomplished under the Interstate Program.

If you have any further questions, please contact our Bridge Engineer, Mr. Schell.

for G. L. Green

REGION

Region 5

Combined

60
50
40
80
70
60
50
40
80
70
60
50
40

Percent Complete

Percent Engr. Spent

July Aug. Sep. Oct. Nov. Dec. Jan. Feb. Mar.

1977 1978

Region 2

Region 3

Region 4

REGION CONST. AIR

Percent Complete

Percent Engr. Spent

1977 1978

July Aug. Sep. Oct. Nov. Dec. Jan. Feb. Mar.

Columbia R. Br. 1st Reported

NOTED H. S. COULTER

Region 1

Region 2

60 50 40 30 20

100 90 80 70 60 70

8905

moba media
sea 323 7558
pdx 223 1677

INTERSTATE BRIDGE

Channel 6 Tuesday, 4/18/78 5:31

anchor

Further down the road this week is excavation and construction on a two point eight mile stretch of Interstate Five through Vancouver. But working against that project is a worsening traffic count, which gives rise to a very futuristic question.

anchor
film of bridge, Washington side

Will the north-south interstate here be wide enough to handle the traffic flow of 1980 and 81. Perhaps would be the safest answer, but a joint planning effort between the Washington Department of Transportation, Clark County, and Vancouver says yes.

That answer is contingent on completion of at least one interstate bridge upstream, I-205 and preliminary studies aimed at a third Columbia crossing down stream. Vehicle counts through the corridor are averaging eighty-nine to ninety thousand daily with peak twenty-four hour periods of one hundred nineteen to one hundred twenty thousand.

Construction begun late last year at the 39th street overpass and scheduled to move south to the river soon is supposed to releave pressure. Four lanes will become six, and interchanges will be improved but that will fall short of full interstate standards, however, as interchanges will still be many rather than few.

Four months after work began on this thirty-five million dollar venture, two percent of the work is complete.

superintendent, no ID

The ah next step is to ah finish the embankments for the detour bridge, per...place the traffic on it, and then start tearing down the old overpasses at 39th Street and 29th Street.

anchor

At that point local traffic will be routed across temporary overpasses. The blind curve at 39th Street southbound will be flattened and on and off ramps lengthened to avoid situations like those at the Mill Plain and Highway 14 interchanges. The on-ramp stackup and the quick burst of speed from non-existent excelleration lanes.

Peak traffic hours used to be seven to nine a.m. here. Now they're six to eleven a.m. Engineers report shopping traffic no longer runs separately from rush hour traffic and it takes longer to move the same number of rush hour vehicles, fifty-two hundred, through Vancouver.

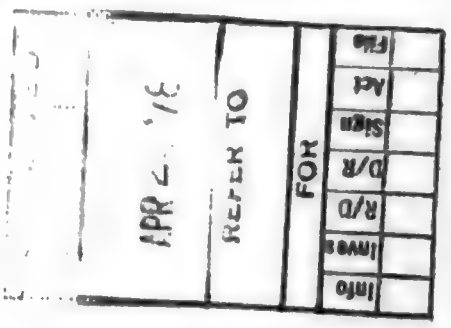
anchor

John, an answer to that problem there might be, take a bus. I don't know.

4/419/1816

# # # #

NOTED
F. B. KLABOE



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pdx 223 1677

I-205 BRIDGE

Channel 8 Fri. 3/31/78 6:38

anchor
studio open

Vancouver's industrial waterfront has become a busy place this spring as the result of a project that is really going on about five miles up the Columbia.

film of steel structures

These steel skeletons will eventually hold up the Interstate 205 bridge. Once the steel structure is complete the barge on which it rests will be flooded with water and sunk. Then the steel form will be placed over it.

construction at park, and at site

The two components will be precisely situated on the river floor and concrete will be poured into the steel mold. When the concrete is cured, water will be forced under high pressure between the mold and the freshly poured pier, popping the outer shell loose and allowing it to be raised and reused. Parts of another pier, mold are in various stages of assembly behind Gilmore steel in the Columbia Industrial Park. The concrete pouring, donw from a batch plant mounted on a barge will begin in about three to four weeks.

The bridge will be completed in late 1982 if all goes according to schedule of course.

3/524/3138

##########

8905

moba media
sea 323 7558
pdx 223 1677

I-205 BRIDGE

Channel 6 Thurs. 3/23/78 5:17

anchor
studio open

Asked today if construction work was on schedule, engineers on the Interstate 205 bridge project say more or less. The eight lane span which will hopscotch across the Columbia River east of the interestate bridge is generally tabbed for completion by 1982.

film of construction of piers on Wash. side

At two sites east of Vancouver, very noticable signs of what thirty million dollars in Washington, Oregon and federal tax dollars is buying are sprouting up. That thirty million is only a small portion of the total bridge cost.

Willamette ACI General has the contract for substructure work between Government Island and the Washington side. Two other contracts for superstructure have yet to be awarded. 2200 pilings are being driven and concrete is being poured under water. Initial work for a huge reinfocing form is being assembled downstream which will eventually serve as the structural shell for massive bridge piers. Columns are being sunk seventy feet under the river bottom to about 110 feet below the river surface.

film of boats, warning sign

Project engineers caution boaters to motor at five miles an hour through the area, marked but potential dangerous anchor cables hang low over the water securing construction equipment. Of course all this pertains to construction on the north bridge span. First bids on the south bridge span connecting Government Island to the Oregon mainland will be let in October. The entire I-205 span, just under two miles in length, is supposed to be finished by 1982. Price tag: $145,000,000.

diver

3/409/2316

##########

RECEIVED
DOT OPERATIONS
MAR 31 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8905

moba media
sea 323 7558
pdx 223 1677

I-205 BRIDGE

Channel 2 Tues. 3/7/78 5:43

anchor
film of river bank, south side

Well, there's another road that's a'building and there's good evidence that the I-205 bridge, being built across the Columbia River is progressing right along. That evidence is piling up now on the Oregon side. Fill for the southern approach to the two mile 175 million dollar span named for Oregon's transportation chief Glen L. Jackson is being dredged from the south side of Government Island. Staging yard for the forty foot lengths of dredging pipe that go directly through the dredge is located at an old boat launching ramp on Marine Drive.

film of Marine Drive, equipment

There the pipe is fitted with connectors and then towed on flotation pontoons to be added to the line. Right now the line extends from the river across a portion of Marine Drive and to a detour built to keep traffic moving along Marine Drive. All that sand represents the evidence that we mentioned that the Oregon side of I-205 bridge is going well. Earlier we had shown work on the Washington side.

film of Halsey construction area

All along the final nine miles on the Oregon side, construction results move up. Here's an interchange at N. E. Halsey, a stones throw from Rocky Butte. The final length of I-205 and the bridge is expected to be completed in the early 1980's. At one time you'll remember haggling over here on the Oregon side about the number of lanes, interchanges, and so on, lasted for over a year.

film of 205 salvage

But a businessman who kept the faith and his sign depicting his business as 205 auto salvage, Graeme Gossett, says he's known since 72 that the freeway would not be stopped.

Graeme Gossett
salvage yard operator

I had a firm conviction that there was no way it wouldn't be completed and we were, uh, hard put for a name for a new business and we decided to tie it to the freeway that would ultimately be through.

reporter

Do you have any cars in from the section of 205 that's been completed.

Gossett

I would imagine the number of cars we buy in a year, we undoubtedly have from the southern portions of the freeway, yeah.

reporter

But no way to know for sure.

Gossett

We never know where they come from or very seldom know who owned them.

anchor

Gossett says I-205 will run right by his place, within 300 feet.

3/188/922

#########

8105

moba media
sea 323 7558
pdx 223 1677

anchor

Larry Curran

all voice over film of construction activity, river, etc

THIRD COLUMBIA RIVER BRIDGE

Channel 12 2/16/78 10:10

Even as construction continues on the new I-205 bridge across the Columbia river, there is word of a proposed third bridge linking Portland and Vancouver. Larry Curran has that story.

On the Oregon side of the Columbia, the approach for the new bridge is beginning to take shape. Some 80,000 yards of material is being dredged from the south channel of the river to form the embankment. A portion of Marine Drive has been diverted to allow for the excavation and fill work. The dredging contract is being performed by Osborne Construction.

From the Washington shore, under the Washington approach contract, the concrete columns of pier 11 (?) are nearing completion in the initial phase. Construction crews working further out in the river on excavations for pier 12 have fallen a bit behind. They've run into an extremely hard material. All other projects are reported on schedule.

Even as the work, proceeds, legislation is being prepared for introduction in congress for authority and funding for a study of the feasibility of still another bridge over the Columbia between Portland and Vancouver. Although engineering studies will be undertaken to determine the location, three sites have been mentioned. Between Camas and Troudale, near Rovergate, and linking Woodland Washington with US 30 in Oregon.

The third bridge across the Columbia river in the Portland Vancouver area isn't needed right now but the appropriation and the resulting feasibility study to determine traffic flows in the future would give the necessary lead time to avoid traffic congestion over the Columbia at a future date.

Larry Curran, channel 12 news, Vancouver Washington.

2/287/16712

# # # # # # # # # # # #

8905

9

# *Division of State Lands*

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

November 23, 1977

OREGON STATE
LAND BOARD

ROBERT W. STRAUB
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

Mr. H. S. Coulter
State Highway Engineer
State Highway Building
Salem, OR 97310

AGREEMENTS AND CONTRACTS
6390

Dear Mr. Coulter:

Enclosed is your completed copy of Royalty Lease 137 for removal of material from the Columbia River in conjunction with I-205 construction.

Also enclosed is a supply of Monthly Report forms.

Sincerely,

WILLIAM S. COX
Director

C. J. Brenna
Fiscal Manager

CJB:bks
Enclosures

RECEIVED
STATE HWY ENGR
NOV 25 '77
REFER TO
Head
FOR
Info | Invest | R/O | D/R | Sign | Act | File

NOTED
C. W. HEAD

11-25-77
cy Harat / Hammond
w/ monthly report forms
Don Keyes
Skoog
Moehring
Vestuto
Kinsley

FORM E-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE November 18, 1977

TO MEMO

FROM H. S. Coulter
State Highway Engineer

SUBJECT MISC. CONTRACTS and AGREEMENTS No. 6390

On this date, the Chairman approved a royalty lease with the Division of State Lands to remove material from the Columbia River for a dredging contract in conjunction with I-205 construction. The Highway Division will be paying 20¢ per cu. yd. for all material removed.

HSC:ia

cc Glenn L. Jackson
F. B. Klaboe
Frank Terpin
J. H. Versteeg
C. W. Head
V. E. Skoog
D. H. Moehring

NOTED
C. W. HEAD

copy to Dealey with report to Terpin & Hazlet

8905

November 10, 1977

Mr. W. A. Bulley
Secretary of Transportation
Washington Department of Transportation
Highway Administration Building
Olympia, WA 98504

Dear Mr. Bulley:

Washington Approach Spans
Columbia River (I-205) Bridge

We have reviewed the bids received for the Washington Approach Spans and concur with your recommendation in award to the low bidder, Peter Kiewit Sons' Company.

There have been indications that the low bidder may propose some significant changes in the cross section under a value engineering proposal. These changes may have implications on the plans for the North Channel superstructure. We would, therefore, like to be kept abreast of developments that may affect our project.

Very truly yours,

E. S. Hunter
Technical Services Engineer

bc F. B. Klaboe
D. H. Moehring
J. H. Versteeg
Walt Hart
Ed Hardt

WJH:dh/ESH:ja

STATE OF WASHINGTON

Dixy Lee Ray
*Governor*

DEPARTMENT OF TRANSPORTATION
Highway Administration Building, Olympia, Washington 98504 206/753-6005

November 9, 1977

Mr. E. S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

NOTED
E. S. HUNTER

RE: SR 205
Columbia River Bridge
Washington Approach
F.A. No. I-205-1(121)0
Clark County

Dear Mr. Hunter:

Enclosed is the tabulation of bids of all bids received on November 2, 1977, for the subject project along with the low bidder's proposal, Peter Kiewit Sons' Co. of Vancouver, Washington, in the amount of $12,871,577.60.

The bid tabulations include the unit price and extension of the low bid and unit prices of all other bidders. Bid check documents were previously forwarded to Mr. Walter Hart for review.

We recommend award to the low bidder - Peter Kiewit Sons' Co; however, your approval is required by contract between our Departments. We would appreciate receiving your concurrence as soon as possible in order to make an immediate award of the contract.

Concurrence mailed 11-10-77

Very truly yours,

V. W. KORF
Acting Deputy Secretary

VWK:sem

Enclosures
cc: R. L. Carroll
P. C. Gregson - FHWA

cy/enc. Walt Hart 11-14-77

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TECHNICAL SERVICES
NOV 14 '77
REFER TO
FOR
Info | Issue | R/D | D/R | Sign | Appr | File

# PROPOSAL

To the Director of Highways
Olympia, Washington

Dear Sir:

This certifies that the undersigned has examined the location of SR 205, IN CLARK COUNTY, MP 26.44 TO MP 26.77, COLUMBIA RIVER BRIDGE WASHINGTON APPROACH, AN INTERSTATE F.A. PROJECT NO. I-205-1(121)0, STATION L 116+69.96 TO STATION L 134+41.18,

446000

and that the plans, specifications and contract governing the work embraced in this improvement, and the method by which payment will be made for said work, is understood. The undersigned hereby proposes to undertake and complete the work embraced in this improvement, or as much thereof as can be completed with the money available, in accordance with the said plans, specifications and contract, and the following schedule of rates and prices:

(NOTE: Unit prices for all items, all extensions, and total amount of bid, shall be shown.)

| ITEM NO. | APPROXIMATE QUANTITY | ITEM | PRICE PER UNIT DOLLARS | AMOUNT DOLLARS |
|---|---|---|---|---|
| 1 | LUMP SUM | MOBILIZATION | AT LUMP SUM | 1,040,000.00 |
| 2 | 3.5 ACRE | CLEARING AND GRUBBING | AT 1200.- PER ACRE | 4200.00 |
| 3 | 330.0 LIN. FT. | REMOVING AND RESETTING CHAIN LINK FENCE TYPE 3 | AT 2.30 PER LIN. FT | 759.00 |
| | | GRADING | AT | |
| 4 | 6,100.0 CU. YD. | APPROACH EMBANKMENT | AT 1.50 PER CU. YD | 9150.00 |
| | | DRAINAGE | AT | |
| 5 | 202.0 LIN. FT. | UNDERDRAIN PIPE 6 IN. DIAMETER | AT 8.- PER LIN. FT | 1616.00 |



*Show unit prices in figures only. Figures written to the right of the dot (decimal) in the dollars column shall be interpreted as cents.

| ITEM NO. | APPROXIMATE QUANTITY | ITEM | PRICE PER UNIT DOLLARS | AMOUNT DOLLARS |
|---|---|---|---|---|
| 6 | 335.0 LIN. FT. | UNDERDRAIN PIPE 8 IN. DIAMETER | AT 9.00 PER LIN. FT | 3015.00 |
| 7 | 202.0 LIN. FT. | DRAIN PIPE 8 IN. DIAMETER | AT 8.00 PER LIN. FT | 1616.00 |
| | | SEWER | AT | |
| 8 | 2.0 EACH | MANHOLE UNDER 12 FEET 48 INCH DIAM. | AT 1200.- PER EACH | 2400.00 |
| 9 | 3.0 EACH | ADJUST MANHOLE | AT 150.00 PER EACH | 450.00 |
| 10 | 6.0 EACH | CATCH BASIN TYPE 1 | AT 450.- PER EACH | 2700.00 |
| 11 | 334.0 LIN. FT. | PLAIN CONCRETE OR V. C. SEWER PIPE 12 INCH DIAM. | AT 15.- PER LIN. FT | 5010.00 |
| 12 | 415.0 LIN. FT. | PLAIN CONCRETE OR V. C. SEWER PIPE 15 INCH DIAM. | AT 20.- PER LIN. FT | 8300.00 |
| 13 | 80.0 LIN. FT. | PLAIN CONCRETE OR V. C. SEWER PIPE 18 INCH DIAM. | AT 25.- PER LIN. FT | 2000.00 |
| | | STRUCTURE | AT | |
| 14 | 39,022.0 CU. YD. | STRUCTURE EXCAVATION CLASS A | AT 6.00 PER CU. YD | 234132.00 |
| 15 | 11,654.0 CU. YD. | CLASS A STRUCTURE EXCAVATION - WET | AT 0.10 PER CU. YD | 1165.40 |

PROPOSAL - Continued

| ITEM NO. | APPROXIMATE QUANTITY | ITEM | PRICE PER UNIT DOLLARS | AMOUNT DOLLARS |
|---|---|---|---|---|
| 16 | 259.0 CU. YD. | GRAVEL BACKFILL FOR WALL | AT 13.- PER CU. YD | 3367.00 |
| 17 | 2,554,820.0 POUND | STEEL REINFORCING BAR FOR STRUCTURE | AT 0.21 PER POUND | 536512.20 |
| 18 | 10,788.0 CU. YD. | CONCRETE CLASS AX IN PIER COLUMNS | AT 100.00 PER CU. YD | 1,078,800.00 |
| 19 | 1,060.0 CU. YD. | CONCRETE CLASS A IN ABUTMENTS | AT 160.- PER CU. YD | 169,600.00 |
| 20 | 8,982.0 CU. YD. | CONCRETE CLASS A IN PIER FOOTINGS | AT 50.00 PER CU. YD | 449,100.00 |
| 21 | LUMP SUM | SUPERSTRUCTURE - COLUMBIA RIVER BR. - WASHINGTON APPR. | AT LUMP SUM | 8,700,000.00 |
| 22 | LUMP SUM | SUPERSTRUCTURE - PEDESTRIAN - BICYCLE PATH STRUCTURE | AT LUMP SUM | 150,000.00 |
| 23 | 7,007.0 LIN. FT. | PARAPET RAILS | AT 25.00 PER LIN. FT | 175,175.00 |
| 24 | LUMP SUM | DRAINAGE SYSTEM ON STRUCTURE | AT LUMP SUM | 100,000.00 |
| 25 | | SUB-FOUNDATION DRILLING | AT ESTIMATED | 2,000.00 |
| | | EROSION CONTROL AND LANDSCAPING | AT | |
| 26 | 5.3 ACRE | SEEDING | AT 230.- PER ACRE | 1219.00 |

PROPOSAL - Continued

| ITEM NO. | APPROXIMATE QUANTITY | ITEM | PRICE PER UNIT DOLLARS | AMOUNT DOLLARS |
|---|---|---|---|---|
| 27 | 5.3 ACRE | FERTILIZING | AT 230.00 PER ACRE | 1219.00 |
| 28 | 5.3 ACRE | MULCHING | AT 230.00 PER ACRE | 1219.00 |
| 29 | | TEMPORARY WATER POLLUTION CONTROL | AT ESTIMATED | 20,000.00 |
| | | TRAFFIC | AT | |
| 30 | 14.0 LIN. FT. | PRECAST CONCRETE MEDIAN BARRIER | AT 22.- PER LIN. FT | 308.00 |
| 31 | 3,340.0 LIN. FT. | REMOVING AND RESETTING CONCRETE MEDIAN BARRIER | AT 5.50 PER LIN. FT | 18,370.00 |
| 32 | LUMP SUM | IMPACT ATTENUATOR | AT LUMP SUM | 2000.00 |
| 33 | 1,500.0 HOUR | SEQUENTIAL ARROW SIGN | AT 13.00 PER HOUR | 19,500.00 |
| 34 | | EMERGENCY TRAFFIC CONTROL | AT ESTIMATED | 2,000.00 |
| 35 | 3,000.0 HOUR | LABOR FOR TRAFFIC CONTROL | AT 12.00 PER HOUR | 36,000.00 |
| | | OTHER ITEMS | AT | |
| 36 | 552.0 CU. YD. | STRUCTURE EXCAVATION CLASS B | AT 17.- PER CU. YD | 9384.00 |

| ITEM NO. | APPROXIMATE QUANTITY | ITEM | PRICE PER UNIT DOLLARS | AMOUNT DOLLARS |
|---|---|---|---|---|
| 37 | 6,157.0 SQ. FT. | SHORING AND CRIBBING OR EXTRA EXCAVATION CLASS B | AT 1 00 PER SQ. FT | 6,157 CC |
| 38 | 90.0 CU. YD. | GRAVEL BACKFILL FOR PIPE BEDDING | AT 10 - PER CU. YD | 900 00 |
| 39 | 56.0 CU. YD. | GRAVEL BACKFILL FOR DRAIN | AT 17 - PER CU. YD | 952 00 |
| 40 | 1,802.0 SQ. YD. | CONCRETE BLOCK SLOPE PROTECTION | AT 20 - PER SQ. YD | 36,040 00 |
| 41 | 170.0 LIN. FT. | CHAIN LINK FENCE TYPE 3 | AT 5 60 PER LIN. FT | 952 00 |
| 42 | 2.0 EACH | END, CORNER AND PULL POST FOR CHAIN LINK FENCE | AT 125 - PER EACH | 250 00 |
| 43 | LUMP SUM | FIELD OFFICE BUILDING | AT LUMP SUM | 5000 00 |
| 44 | 12,000.0 HOUR | TRAINING | AT 2 00 PER HOUR | 24,000 00 |
| 45 | | ROADSIDE CLEANUP | AT ESTIMATED | 5,000 00 |
| | | TOTAL | AT $ | 12871,57 60 |
| | | | AT | |
| | | | AT | |

FEDERAL AID PROPOSAL NOTICES

## NOTICE TO PROSPECTIVE FEDERAL-AID CONSTRUCTION CONTRACTORS

### I. CERTIFICATION OF NONSEGREGATED FACILITIES

(a) A Certification of Nonsegregated Facilities, as required by the May 9, 1967, Order of the Secretary of Labor (32 F.R. 7439, May 19, 1967) on Elimination of Segregated Facilities is included in the proposal and must be submitted prior to the award of a Federal-aid highway construction contract exceeding $10,000 which is not exempt from the provisions of the Equal Opportunity clause.

(b) Bidders are cautioned as follows: By signing this bid, the bidder will be deemed to have signed and agreed to the provisions of the "Certification of Nonsegregated Facilities" in this proposal. This certification provides that the bidder does not maintain or provide for his employee facilities which are segregated on a basis of race, creed, color, or national origin, whether such facilities are segregated by directive or on a de facto basis. The certification also provides that the bidder will not maintain such segregated facilities.

(c) Bidders receiving Federal-aid highway construction contract awards exceeding $10,000 which are not exempt from the provisions of the Equal Opportunity clause, will be required to provide for the forwarding of the following notice to prospective subcontractors for construction contracts and material suppliers where the subcontracts or material supply agreements exceed $10,000 and are not exempt from the provisions of the Equal Opportunity clause.

## NOTICE TO PROSPECTIVE SUBCONTRACTORS AND MATERIAL SUPPLIERS OF REQUIREMENT FOR CERTIFICATION OF NONSEGREGATED FACILITIES

(a) A Certification of Nonsegregated Facilities as required by the May 9, 1967, Order of the Secretary of Labor (32 F.R. 7439, May 19, 1967) on Elimination of Segregated Facilities, which is included in the proposal, or attached hereto, must be submitted by each subcontractor and material supplier prior to the award of the subcontract or consummation of a material supply agreement if such subcontract or agreement exceeds $10,000 and is not exempt from the provisions of the Equal Opportunity clause.

(b) Subcontractors and material suppliers are cautioned as follows: by signing the subcontract or entering into a material supply agreement, the subcontractor or material supplier will be deemed to have signed and agreed to the provisions of the "Certification of Nonsegregated Facilities" in the subcontract or material supply agreement. This certification provides that the subcontractor or material supplier does not maintain or provide for his employees facilities which are segregated on the basis of race, creed, color, or national origin, whether such facilities are segregated by directive or on a de facto basis. The certification also provides that the subcontractor or material supplier will not maintain such segregated facilities.

(c) Subcontractors or material suppliers receiving subcontract awards or material supply agreements exceeding $10,000 which are not exempt from the provisions of the Equal Opportunity clause will be required to provide for the forwarding of this notice to prospective subcontractors for construction contracts and material suppliers where the subcontracts or material supply agreements exceed $10,000 and are not exempt from the provisions of the Equal Opportunity clause.

### II. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

(a) By signing this bid, the bidder will be deemed to have stipulated as follows:

(1) That any facility to be utilized in the performance of this contract, unless such contract is exempt under the Clean Air Act, as amended (42 U.S.C. 1857 et seg., as amended by Pub L. 91-604, and under the Federal Water Pollution Control Act, as amended (33 U.S.C. 125 et seg., as amended by Pub L. 92-500). Executive Order 11738, and regulations in implementation thereof (40 C.F.R., Part 15), is not listed on the U.S. Environmental Protection Agency (EPA) List of Violating Facilities pursuant to 40 C.F.R. 15.20.

(2) That the State highway department shall be promptly notified prior to contract award of the receipt by the bidder of any communication from the Director, Office of Federal Activities, EQA, indicating that a facility to be utilized for the contract is under consideration to be listed on the EPA List of Violating Facilities.

## FEDERAL AID CERTIFICATION

## CERTIFICATE OF NONSEGREGATED FACILITIES

(Applicable to Federal-aid construction contracts and related subcontracts exceeding $10,000 which are not exempt from the Equal Opportunity clause.)

By the submission of this bid, the execution of this contract or subcontract, or the consummation of this material supply agreement, as appropriate, the bidder, Federal-aid construction contractor, subcontractor, or material supplier, as appropriate, certifies that he does not maintain or provide for his employees any segregated facilities at any of his establishments, and that he does not permit his employees to perform their services at any location, under his control, where segregated facilities are maintained. He certifies further that he will not maintain or provide for his employees any segregated facilities at any of his establishments, and that he will not permit his employees to perform their services at any location, under his control, where segregated facilities are maintained. He agrees that a breach of this certification is a violation of the Equal Opportunity clause in this contract. As used in this certification, the term "segregated facilities" means any waiting rooms, work areas, restrooms and washrooms, restaurants and other eating areas, timeclocks, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees which are segregated by explicit directive or are in fact segregated on the basis of race, creed, color, or national origin, because of habit, local custom, or otherwise. He agrees that (except where he has obtained identical certifications from proposed subcontractors and material suppliers for specific time periods), he will obtain identical certifications from proposed subcontractors or material suppliers prior to the award of subcontracts or the consummation of material supply agreements, exceeding $10,000 which are not exempt from the provisions of the Equal Opportunity clause, and that he will retain such certifications in his files.

*Note: The penalty for making false statements in offers is prescribed in 18 U.S.C. 1001.*

## BID CONDITIONS AFFIRMATIVE ACTION REQUIREMENTS EQUAL EMPLOYMENT OPPORTUNITY

Each bidder, contractor or subcontractor (hereinafter the contractor) must fully comply with either Part I or Part II, as applicable, of these bid conditions as to each construction trade it intends to use on this construction contract and all other construction work (both Federal and Non-Federal in the area during the performance of this contract or subcontract. The contractor commits itself to the goals for minority manpower utilization in either Part I or Part II, as applicable, and all other requirements, terms and conditions of these bid conditions by submitting a properly signed bid.

The contractor shall appoint a company executive to assume the responsibility for the implementation of the requirements, terms and conditions of the bid conditions.

HWY FORM 272-038C REVISED 12/76

SR 205
Columbia River Bridge
Washington Approach

The Contractor is hereby advised that by signature of this proposal he is deemed to have signed the following certificates required for this Project:

## NON-COLLUSION CERTIFICATE

The undersigned, being duly sworn, deposes and says that the person, firm, association, co-partnership or corporation herein named, has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in the preparation and submission of this proposal to the Washington State Highway Commission for consideration in the award of the contract,

## CERTIFICATION OF EQUAL EMPLOYMENT OPPORTUNITY REPORT

Certification with regard to the Performance of Previous Contracts or Subcontracts subject to the Equal Opportunity Clause and the filing of Required Reports.

That the bidder__X__, proposed subcontractor_____, hereby certifies that he has____, has not____, participated in a previous contract or subcontract subject to the equal opportunity clause, as required by Executive Orders 10925, 11114, or 11246, and that he has__X__, has not____, filed with the Joint Reporting Committee, the Director of the Office of Federal Contract Compliance, a Federal Government contracting or administering agency, or the former President's Committee on Equal Opportunity, all reports due under the applicable filing requirements.

*NOTE: The above certification is required by the Equal Employment Opportunity Regulations of the Secretary of Labor (41 CFR 60-1.7(b)(1), and must be submitted by bidders and proposed subcontractors only in connection with contracts and subcontracts which are subject to the equal opportunity clause. Contracts and subcontracts which are exempt from the equal opportunity clause are set forth in 41 CFR 60-1.5 (Generally only contracts or subcontracts of $10,000 or under are exempt.)*

*Currently, Standard Form 100 (EEO-1) is the only report required by the Executive Orders or their implementing regulations.*

*Proposed prime contractors and subcontractors who have participated in a previous contract or subcontract subject to the Executive Orders and have not filed the required reports should note that 41 CFR 60-1.7(b) (1) prevents the award of contracts and subcontracts unless such contractor submits a report covering the delinquent period or such other period specified by the Federal Highway Administration or by the Director of Federal Contract Compliance, U. S. Department of Labor.*

The undersigned hereby agrees to pay to labor not less than the prevailing rates of wages or less than the hourly minimum rates of wages set forth in the special provisions for this project.

A proposal guaranty in an amount of five percent (5%) of the total bid, based upon the approximate estimate of quantities at the above prices and in the form as indicated below, is attached hereto:

| | |
|---|---|
| CASH | ☐ IN THE AMOUNT OF _____ |
| CASHIER'S CHECK | ☐ _____ DOLLARS |
| CERTIFIED CHECK | ☐ ($ _____ ) PAYABLE TO THE STATE TREASURER |
| PROPOSAL BOND | ☒ IN THE AMOUNT OF 5% OF THE BID |

Receipt is hereby acknowledged of addendum(s) No.(s) 1, 2, & 3 & 4

SIGNATURE OF AUTHORIZED OFFICIAL(S)

PROPOSAL MUST BE SIGNED

Richard Geary District Manager

FIRM NAME PETER KIEWIT SONS' CO.

(ADDRESS) PETER KIEWIT SONS' CO.
P. O. BOX 1777
VANCOUVER, WASH. 98663

Sworn to before me this

28 day of September, 19 77

NOTARY PUBLIC

PETER KIEWIT SONS' CO. CORPORATE SEAL VANCOUVER WASH.

*NOTE: (1) This proposal form is not transferable and any alteration of the firm's name entered hereon without prior permission from the Director of Highways will be cause for considering the proposal irregular and subsequent rejection of the bid.*

*(2) Please refer to section 1-02.6 of the standard specifications, re: "Preparation of Proposal," or "Article 4" of the Instructions to Bidders for building construction jobs.*

*(3) Should it be necessary to modify this proposal either in writing or by telegram, please make reference to the following proposal numbers in your communication* 14800.

HWY FORM 272-036A REVISED 5/76

SR 205
Columbia River Bridge
Washington Approach
Revised September 26, 28, 1977



5% BID BOND

DE-4007

W 112 CONTRACT SHEET 1 OF 2 SHEETS

WASHINGTON STATE HIGHWAY COMMISSION—DEPARTMENT OF HIGHWAYS—OLYMPIA, WASHINGTON

SR 205
I-205-1(121)0

COLUMBIA RIVER BRIDGE WASHINGTON APPROACH
CLARK COUNTY

LENGTH= 0.335 MILES BIDS OPENED ON NOVEMBER 2, 1977 AT TEN A.M.

| NO. | QUANTITY | ITEM | UNIT | ENGINEERS ESTIMATE UNIT BID | ENGINEERS ESTIMATE TOTAL BID | LOW |
|---|---|---|---|---|---|---|
| * 1 | LS. | MOBILIZATION | L.S. | | 1,000,000.00 | |
| 2 | 3.5 | CLEARING AND GRUBBING | ACRE | | 7,000.00 | 1,2 |
| 3 | 330.0 | REMOVING AND RESETTING CHAIN LINK FENCE TYPE 3 | L.F. | | 330.00 | |
| | | GRADING | | | | |
| 4 | 6,100.0 | APPROACH EMBANKMENT | C.Y. | | 6,100.00 | |
| | | DRAINAGE | | | | |
| 5 | 202.0 | UNDERDRAIN PIPE 6 IN. DIAMETER | L.F. | | 1,212.00 | |
| 6 | 335.0 | UNDERDRAIN PIPE 8 IN. DIAMETER | L.F. | | 2,680.00 | |
| 7 | 202.0 | DRAIN PIPE 8 IN. DIAMETER | L.F. | | 1,616.00 | |
| | | SEWER | | | | |
| 8 | 2.0 | MANHOLE UNDER 12 FEET 48 INCH DIAM. | EACH | | 2,400.00 | 1,2 |
| 9 | 3.0 | ADJUST MANHOLE | EACH | | 600.00 | |
| 10 | 6.0 | CATCH BASIN TYPE 1 | EACH | | 3,600.00 | 4 |
| 11 | 334.0 | PLAIN CONCRETE OR V. C. SEWER PIPE 12 INCH DIAM. | L.F. | | 2,672.00 | |
| 12 | 415.0 | PLAIN CONCRETE OR V. C. SEWER PIPE 15 INCH DIAM. | L.F. | | 4,150.00 | |
| 13 | 80.0 | PLAIN CONCRETE OR V. C. SEWER PIPE 18 INCH DIAM. | L.F. | | 1,040.00 | |
| | | STRUCTURE | | | | |
| 14 | 39,022.0 | STRUCTURE EXCAVATION CLASS A | C.Y. | | 741,418.00 | |
| 15 | 11,654.0 | CLASS A STRUCTURE EXCAVATION - WET | C.Y. | | 582,700.00 | |
| 16 | 259.0 | GRAVEL BACKFILL FOR WALL | C.Y. | | 5,180.00 | |
| 17 | 2,554,820.0 | STEEL REINFORCING BAR FOR STRUCTURE | LB. | | 766,446.00 | |
| 18 | 10,788.0 | CONCRETE CLASS AX IN PIER COLUMNS | C.Y. | | 2,373,360.00 | 1 |
| 19 | 1 060.0 | CONCRETE CLASS A IN ABUTMENTS | C.Y. | | 127,200.00 | 1 |
| 20 | 8,982.0 | CONCRETE CLASS A IN PIER FOOTINGS | C.Y. | | 718,560.00 | |
| 21 | LS. | SUPERSTRUCTURE - COLUMBIA RIVER BR. - WASHINGTON APPR | L.S. | | 14,568,100.00 | |
| 22 | LS. | SUPERSTRUCTURE - PEDESTRIAN - BICYCLE PATH STRUCTURE | L.S. | | 220,000.00 | |
| 23 | 7,007.0 | PARAPET RAILS | L.F. | | 350,350.00 | |
| 24 | LS. | DRAINAGE SYSTEM ON STRUCTURE | L.S. | | 272,650.00 | |
| 25 | . | SUB-FOUNDATION DRILLING | EST. | | 2,000.00 | |
| | | EROSION CONTROL AND LANDSCAPING | | | | |
| 26 | 5.3 | SEEDING | ACRE | | 1,060.00 | 2 |
| 27 | 5.3 | FERTILIZING | ACRE | | 662.50 | 2 |
| 28 | 5.3 | MULCHING | ACRE | | 1,590.00 | 2 |
| 29 | . | TEMPORARY WATER POLLUTION CONTROL | EST. | | 20,000.00 | |
| | | TRAFFIC | | | | |
| 30 | 14.0 | PRECAST CONCRETE MEDIAN BARRIER | L.F. | | 210.00 | |
| 31 | 3,340.0 | REMOVING AND RESETTING CONCRETE MEDIAN BARRIER | L.F. | | 6,680.00 | |
| 32 | LS. | IMPACT ATTENUATOR | L.S. | | 1,700.00 | |
| 33 | 1,500.0 | SEQUENTIAL ARROW SIGN | HOUR | | 9,000.00 | |
| 34 | . | EMERGENCY TRAFFIC CONTROL | EST. | | 2,000.00 | |
| 35 | 3,000.0 | LABOR FOR TRAFFIC CONTROL | HOUR | | 36,000.00 | |
| | | OTHER ITEMS | | | | |
| 36 | 552.0 | STRUCTURE EXCAVATION CLASS B | C.Y. | | 3,864.00 | |
| 37 | 6,197.0 | SHORING AND CRIBBING OR EXTRA EXCAVATION CLASS B | S.F. | | 6,197.00 | |
| 38 | 90.0 | GRAVEL BACKFILL FOR PIPE BEDDING | C.Y. | | 1,350.00 | |
| 39 | 56.0 | GRAVEL BACKFILL FOR DRAIN | C.Y. | | 840.00 | |
| 40 | 1,802.0 | CONCRETE BLOCK SLOPE PROTECTION | S.Y. | | 28,832.00 | |
| 41 | 170.0 | CHAIN LINK FENCE TYPE 3 | L.F. | | 850.00 | |
| 42 | 2.0 | END, CORNER AND PULL POST FOR CHAIN LINK FENCE | EACH | | 150.00 | 1 |
| 43 | LS. | FIELD OFFICE BUILDING | L.S. | | 2,500.00 | |
| 44 | 12,000.0 | TRAINING | HOUR | | 36,000.00 | |
| 45 | . | ROADSIDE CLEANUP | EST. | | 5,000.00 | |
| | | TOTALS | | | 21,925,849.50 | |

SHEET 1 OF 2 SHEETS

MENT OF HIGHWAYS—OLYMPIA, WASHINGTON

VER BRIDGE WASHINGTON APPROACH

ON NOVEMBER 2, 1977 AT TEN A.M.

| ITEM | UNIT | ENGINEERS ESTIMATE UNIT BID | ENGINEERS ESTIMATE TOTAL BID | LOW — PETER KIEWIT SONS' CO. P.O. BOX 1777 VANCOUVER, WA. 98663 UNIT BID | LOW TOTAL BID | SECOND — HENSEL PHELPS CONSTRUCT. P.O. BOX 1978 VANCOUVER, WA. 98665 UNIT BID | SECOND TOTAL BID |
|---|---|---|---|---|---|---|---|
| | L.S. | | 1,000,000.00 | . | 1,040,000.00 | . | 1,450,000.00 |
| OBBING | ACRE | | 7,000.00 | 1,200.00 | 4,200.00 | . | 35,000.00 |
| ETTING CHAIN LINK FENCE TYPE 3 | L.F. | | 330.00 | 2.30 | 759.00 | 3.00 | 990.00 |
| GRADING | | | | | | | |
| ENT | C.Y. | | 6,100.00 | 1.50 | 9,150.00 | 2.00 | 12,200.00 |
| DRAINAGE | | | | | | | |
| 6 IN. DIAMETER | L.F. | | 1,212.00 | 8.00 | 1,616.00 | 3.00 | 606.00 |
| 8 IN. DIAMETER | L.F. | | 2,680.00 | 9.00 | 3,015.00 | 4.00 | 1,340.00 |
| DIAMETER | L.F. | | 1,616.00 | 8.00 | 1,616.00 | 5.00 | 1,010.00 |
| SEWER | | | | | | | |
| FEET 48 INCH DIAM. | EACH | | 2,400.00 | 1,200.00 | 2,400.00 | 1,500.00 | 3,000.00 |
| | EACH | | 600.00 | 150.00 | 450.00 | 500.00 | 1,500.00 |
| | EACH | | 3,600.00 | 450.00 | 2,700.00 | 600.00 | 3,600.00 |
| R V. C. SEWER PIPE 12 INCH DIAM. | L.F. | | 2,672.00 | 15.00 | 5,010.00 | 8.00 | 2,672.00 |
| R V. C. SEWER PIPE 15 INCH DIAM. | L.F. | | 4,150.00 | 20.00 | 8,300.00 | 10.00 | 4,150.00 |
| R V. C. SEWER PIPE 18 INCH DIAM. | L.F. | | 1,040.00 | 25.00 | 2,000.00 | 12.00 | 960.00 |
| STRUCTURE | | | | | | | |
| TION CLASS A | C.Y. | | 741,418.00 | 6.00 | 234,132.00 | 5.00 | 195,110.00 |
| EXCAVATION - WET | C.Y. | | 582,700.00 | .10 | 1,165.40 | .50 | 5,827.00 |
| OK WALL | C.Y. | | 5,180.00 | 13.00 | 3,367.00 | 10.00 | 2,590.00 |
| BAR FOR STRUCTURE | LB. | | 766,446.00 | .21 | 536,512.20 | .25 | 638,705.00 |
| IN PIER COLUMNS | C.Y. | | 2,373,360.00 | 100.00 | 1,078,800.00 | 150.00 | 1,618,200.00 |
| IN ABUTMENTS | C.Y. | | 127,200.00 | 160.00 | 169,600.00 | 150.00 | 159,000.00 |
| IN PIER FOOTINGS | C.Y. | | 718,560.00 | 50.00 | 449,100.00 | 100.00 | 898,200.00 |
| COLUMBIA RIVER BR. - WASHINGTON APPR | L.S. | | 14,568,100.00 | . | 8,700,000.00 | . | 9,183,892.00 |
| PEDESTRIAN - BICYCLE PATH STRUCTURE | L.S. | | 220,000.00 | . | 150,000.00 | . | 205,000.00 |
| | L.F. | | 350,350.00 | 25.00 | 175,175.00 | 25.00 | 175,175.00 |
| N STRUCTURE | L.S. | | 272,650.00 | . | 100,000.00 | . | 200,000.00 |
| RILLING | EST. | | 2,000.00 | . | 2,000.00 | . | 2,000.00 |
| CONTROL AND LANDSCAPING | | | | | | | |
| | ACRE | | 1,060.00 | 230.00 | 1,219.00 | 400.00 | 2,120.00 |
| | ACRE | | 662.50 | 230.00 | 1,219.00 | 200.00 | 1,060.00 |
| | ACRE | | 1,590.00 | 230.00 | 1,219.00 | 600.00 | 3,180.00 |
| OLLUTION CONTROL | EST. | | 20,000.00 | . | 20,000.00 | . | 20,000.00 |
| TRAFFIC | | | | | | | |
| MEDIAN BARRIER | L.F. | | 210.00 | 22.00 | 308.00 | 20.00 | 280.00 |
| ETTING CONCRETE MEDIAN BARRIER | L.F. | | 6,680.00 | 5.50 | 18,370.00 | 2.00 | 6,680.00 |
| | L.S. | | 1,700.00 | . | 2,000.00 | . | 10,000.00 |
| SIGN | HOUR | | 9,000.00 | 13.00 | 19,500.00 | 5.00 | 7,500.00 |
| CONTROL | EST. | | 2,000.00 | . | 2,000.00 | . | 2,000.00 |
| CONTROL | HOUR | | 36,000.00 | 12.00 | 36,000.00 | 12.00 | 36,000.00 |
| OTHER ITEMS | | | | | | | |
| ION CLASS B | C.Y. | | 3,864.00 | 17.00 | 9,384.00 | 8.00 | 4,416.00 |
| ING OR EXTRA EXCAVATION CLASS B | S.F. | | 6,197.00 | 1.00 | 6,197.00 | 1.00 | 6,197.00 |
| OR PIPE BEDDING | C.Y. | | 1,350.00 | 10.00 | 900.00 | 10.00 | 900.00 |
| OR DRAIN | C.Y. | | 840.00 | 17.00 | 952.00 | 15.00 | 840.00 |
| OPE PROTECTION | S.Y. | | 28,832.00 | 20.00 | 36,040.00 | 25.00 | 45,050.00 |
| TYPE 3 | L.F. | | 850.00 | 5.60 | 952.00 | 5.00 | 850.00 |
| ULL POST FOR CHAIN LINK FENCE | EACH | | 150.00 | 125.00 | 250.00 | 100.00 | 200.00 |
| DING | L.S. | | 2,500.00 | . | 5,000.00 | . | 10,000.00 |
| | HOUR | | 36,000.00 | 2.00 | 24,000.00 | 1.00 | 12,000.00 |
| | EST. | | 5,000.00 | . | 5,000.00 | . | 5,000.00 |
| | | | | | | | |
| | | | | | | | |
| OTALS | | | 21,925,849.50 | | 12,871,577.60 | | 14,970,000.00 |

Form 8 Page 1

W 112 CONTRACT SR 205 I-205-1(121)0 COLUMBIA RIVER BRIDGE WASHINGTON APPROACH CLARK C

| NO. | WILLAMETTE-MAXWELL AJV<br>FOOT OF N. PORTSMOUTH AVE<br>PORTLAND, OR. 97203 | | GUY F. ATKINSON CO. &<br>S.J. GROVES & SONS CO.<br>10 WEST ORANGE AVE.<br>SOUTH SAN FRANCISCO.CA. | | DONALD M. DRAKE COMPANY<br>1740 NW FLANDERS ST.<br>PORTLAND, OR. 97209 | | MASSMAN CONSTRUCTION CO.<br>3917 BROADWAY<br>KANSAS CITY, MO. 64111 | | |
|---|---|---|---|---|---|---|---|---|---|
| | UNIT BID | TOTAL BID | UNIT BID | TOTAL BID | UNIT BID | TOTAL BID | UNIT BID | TOTAL BID | UNIT BID |
| 1 | " | 1,630,000.00 | | 1,700,000.00 | " | 1,700,000.00 | " | 1,750,000.00 | |
| 2 | 0,000.00 | 21,000.00 | 5,000.00 | 17,500.00 | 6,000.00 | 21,000.00 | 4,000.00 | 14,000.00 | |
| 3 | 5.00 | 1,650.00 | 6.00 | 1,980.00 | 2.40 | 792.00 | 3.00 | 990.00 | |
| 4 | 3.00 | 18,300.00 | 2.00 | 12,200.00 | 3.10 | 18,910.00 | 2.00 | 12,200.00 | |
| 5 | 5.00 | 1,010.00 | 4.00 | 808.00 | 4.50 | 909.00 | 7.00 | 1,414.00 | |
| 6 | 6.00 | 2,010.00 | 5.00 | 1,675.00 | 5.40 | 1,809.00 | 8.00 | 2,680.00 | |
| 7 | 6.00 | 1,212.00 | 5.50 | 1,111.00 | 6.50 | 1,313.00 | 8.00 | 1,616.00 | |
| 8 | 200.00 | 2,400.00 | 1,400.00 | 2,000.00 | 804.00 | 1,608.00 | 1,000.00 | 2,000.00 | |
| 9 | 200.00 | 600.00 | 250.00 | 750.00 | 268.00 | 804.00 | 200.00 | 600.00 | |
| 10 | 600.00 | 3,600.00 | 1,200.00 | 7,200.00 | 370.00 | 2,220.00 | 1,000.00 | 6,000.00 | |
| 11 | 10.00 | 3,340.00 | 16.00 | 5,344.00 | 4.50 | 1,503.00 | 20.00 | 6,640.00 | |
| 12 | 12.00 | 4,980.00 | 18.00 | 7,470.00 | 8.00 | 3,320.00 | 25.00 | 10,375.00 | |
| 13 | 15.00 | 1,200.00 | 20.00 | 1,600.00 | 8.35 | 668.00 | 30.00 | 2,400.00 | |
| 14 | 5.00 | 195,110.00 | 12.00 | 468,264.00 | 20.00 | 780,440.00 | 7.00 | 273,154.00 | |
| 15 | .60 | 5,827.00 | 3.00 | 34,962.00 | 3.50 | 40,789.00 | 2.00 | 23,300.00 | |
| 16 | 20.00 | 5,100.00 | 30.00 | 7,770.00 | 11.00 | 2,849.00 | 12.00 | 3,100.00 | |
| 17 | .24 | 630,705.00 | .25 | 630,705.00 | .25 | 630,705.00 | .25 | 630,705.00 | |
| 18 | 150.00 | 1,618,200.00 | 150.00 | 1,618,200.00 | 150.00 | 1,618,200.00 | 246.00 | 2,653,848.00 | |
| 19 | 160.00 | 169,600.00 | 180.00 | 190,800.00 | 140.00 | 148,400.00 | 246.00 | 260,760.00 | |
| 20 | 115.00 | 1,032,900.00 | 150.00 | 1,347,300.00 | 90.00 | 800,300.00 | 246.00 | 2,209,572.00 | |
| 21 | " | 10,190,000.00 | " | 10,300,000.00 | " | 11,341,112.00 | " | 10,000,000.00 | |
| 22 | " | 200,000.00 | " | 325,000.00 | " | 194,000.00 | " | 250,000.00 | |
| 23 | 27.00 | 109,182.00 | 40.00 | 280,280.00 | 46.00 | 322,322.00 | 35.00 | 245,245.00 | |
| 24 | " | 220,000.00 | " | 150,000.00 | " | 46,500.00 | " | 204,406.00 | |
| 25 | " | 2,000.00 | " | 2,000.00 | " | 2,000.00 | " | 2,000.00 | |
| 26 | 200.00 | 1,060.00 | 200.00 | 1,060.00 | 200.00 | 1,060.00 | 400.00 | 2,120.00 | |
| 27 | 200.00 | 1,060.00 | 200.00 | 1,060.00 | 100.00 | 530.00 | 200.00 | 1,060.00 | |
| 28 | 400.00 | 2,120.00 | 500.00 | 2,650.00 | 350.00 | 1,855.00 | 500.00 | 2,650.00 | |
| 29 | " | 20,000.00 | " | 20,000.00 | " | 20,000.00 | " | 20,000.00 | |
| 30 | 30.00 | 420.00 | 25.00 | 350.00 | 16.50 | 231.00 | 30.00 | 420.00 | |
| 31 | 2.50 | 8,350.00 | 5.00 | 16,700.00 | 1.90 | 6,346.00 | 4.00 | 13,360.00 | |
| 32 | " | 3,000.00 | " | 2,500.00 | " | 1,300.00 | " | 10,000.00 | |
| 33 | 6.00 | 9,000.00 | 7.00 | 10,500.00 | 5.40 | 8,100.00 | 2.00 | 3,000.00 | |
| 34 | " | 2,000.00 | " | 2,000.00 | " | 2,000.00 | " | 2,000.00 | |
| 35 | 12.00 | 36,000.00 | 12.00 | 36,000.00 | 12.00 | 36,000.00 | 12.00 | 36,000.00 | |
| 36 | 5.00 | 2,760.00 | 25.00 | 13,800.00 | 9.50 | 5,244.00 | 6.00 | 3,312.00 | |
| 37 | 1.00 | 6,197.00 | 1.00 | 6,197.00 | 1.00 | 6,197.00 | 1.00 | 6,197.00 | |
| 38 | 20.00 | 1,800.00 | 30.00 | 2,700.00 | 10.20 | 918.00 | 5.00 | 450.00 | |
| 39 | 20.00 | 1,120.00 | 25.00 | 1,400.00 | 15.00 | 840.00 | 5.00 | 280.00 | |
| 40 | 25.00 | 45,050.00 | 60.00 | 108,120.00 | 36.00 | 64,872.00 | 30.00 | 54,060.00 | |
| 41 | 4.00 | 680.00 | 5.00 | 850.00 | 4.50 | 765.00 | 10.00 | 1,700.00 | |
| 42 | 75.00 | 150.00 | 100.00 | 200.00 | 95.00 | 190.00 | 100.00 | 200.00 | |
| 43 | " | 10,000.00 | " | 8,000.00 | " | 4,492.00 | " | 2,000.00 | |
| 44 | 1.00 | 12,000.00 | 1.50 | 18,000.00 | 1.00 | 12,000.00 | 1.00 | 12,000.00 | |
| 45 | " | 5,000.00 | " | 5,000.00 | " | 5,000.00 | " | 5,000.00 | |
| TOTALS | | 16,325,810.00 | | 17,380,806.00 | | 17,876,500.00 | | 18,750,870.00 | |

| SON CO. & SONS CO. GE AVE. ANCISCO, CA. | | DONALD M. DRAKE COMPANY 1740 NW FLANDERS ST. PORTLAND, OR. 97209 | | HASSMAN CONSTRUCTION CO. 3917 BROADWAY KANSAS CITY, MO. 64111 | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| TOTAL BID | UNIT BID | TOTAL BID | UNIT BID | TOTAL BID | UNIT BID | TOTAL BID | UNIT BID | TOTAL BID | |
| 1,700,000.00 | | 1,700,000.00 | | 1,750,000.00 | | | | | |
| 17,500.00 | 6,000.00 | 21,000.00 | 4,000.00 | 14,000.00 | | | | | |
| 1,980.00 | 2.40 | 792.00 | 3.00 | 990.00 | | | | | |
| 12,200.00 | 3.10 | 18,910.00 | 2.00 | 12,200.00 | | | | | |
| 808.00 | 4.50 | 909.00 | 7.00 | 1,414.00 | | | | | |
| 1,675.00 | 5.40 | 1,809.00 | 8.00 | 2,600.00 | | | | | |
| 1,111.00 | 6.50 | 1,313.00 | 4.00 | 1,616.00 | | | | | |
| 2,000.00 | 804.00 | 1,608.00 | 1,000.00 | 2,000.00 | | | | | |
| 750.00 | 268.00 | 804.00 | 200.00 | 600.00 | | | | | |
| 7,200.00 | 370.00 | 2,220.00 | 1,000.00 | 6,000.00 | | | | | |
| 5,344.00 | 4.50 | 1,503.00 | 20.00 | 6,680.00 | | | | | |
| 7,470.00 | 8.00 | 3,320.00 | 25.00 | 10,375.00 | | | | | |
| 1,600.00 | 8.35 | 660.00 | 30.00 | 2,400.00 | | | | | |
| 468,264.00 | 20.00 | 700,440.00 | 7.00 | 273,154.00 | | | | | |
| 34,962.00 | 3.50 | 40,789.00 | 2.00 | 23,300.00 | | | | | |
| 7,270.00 | 11.00 | 2,449.00 | 12.00 | 3,100.00 | | | | | |
| 630,705.00 | .25 | 630,705.00 | .25 | 630,705.00 | | | | | |
| 1,618,200.00 | 150.00 | 1,618,200.00 | 246.00 | 2,653,848.00 | | | | | |
| 190,800.00 | 140.00 | 140,400.00 | 246.00 | 260,760.00 | | | | | |
| 1,347,300.00 | 90.00 | 800,300.00 | 246.00 | 2,209,572.00 | | | | | |
| 0,300,000.00 | | 11,341,112.00 | | 10,000,000.00 | | | | | |
| 325,000.00 | | 194,000.00 | | 250,000.00 | | | | | |
| 240,200.00 | 46.00 | 322,322.00 | 35.00 | 245,245.00 | | | | | |
| 150,000.00 | | 46,500.00 | | 294,406.00 | | | | | |
| 2,000.00 | | 2,000.00 | | 2,000.00 | | | | | |
| 1,060.00 | 200.00 | 1,060.00 | 400.00 | 2,120.00 | | | | | |
| 1,060.00 | 100.00 | 530.00 | 200.00 | 1,060.00 | | | | | |
| 2,650.00 | 350.00 | 1,855.00 | 500.00 | 2,650.00 | | | | | |
| 20,000.00 | | 20,000.00 | | 20,000.00 | | | | | |
| 350.00 | 16.50 | 231.00 | 30.00 | 420.00 | | | | | |
| 16,700.00 | 1.90 | 6,346.00 | 4.00 | 13,360.00 | | | | | |
| 2,500.00 | | 1,300.00 | | 10,000.00 | | | | | |
| 10,500.00 | 5.40 | 8,100.00 | 2.00 | 3,000.00 | | | | | |
| 2,000.00 | | 2,000.00 | | 2,000.00 | | | | | |
| 36,000.00 | 12.00 | 36,000.00 | 12.00 | 36,000.00 | | | | | |
| 13,000.00 | 9.50 | 5,244.00 | 6.00 | 3,312.00 | | | | | |
| 6,197.00 | 1.00 | 6,197.00 | 1.00 | 6,197.00 | | | | | |
| 2,700.00 | 10.20 | 918.00 | 5.00 | 450.00 | | | | | |
| 1,400.00 | 15.00 | 840.00 | 5.00 | 200.00 | | | | | |
| 108,120.00 | 36.00 | 64,872.00 | 30.00 | 54,060.00 | | | | | |
| 850.00 | 4.50 | 765.00 | 10.00 | 1,700.00 | | | | | |
| 200.00 | 95.00 | 190.00 | 100.00 | 200.00 | | | | | |
| 8,000.00 | | 4,492.00 | | 2,000.00 | | | | | |
| 10,000.00 | 1.00 | 12,000.00 | 1.00 | 12,000.00 | | | | | |
| 5,000.00 | | 5,000.00 | | 5,000.00 | | | | | |
| 17,380,806.00 | | 17,876,500.00 | | 18,750,870.00 | | | | | |

Form 2 Page 8

8905

Routing
Keasey — RECEIVED — Richards
Gordon 231-3030 — Glenn
Jackmond — SEP 12 1977 — OREGON STATE HIGHWAY DIVISION — FILE:
Hopkins — Church — INTER-OFFICE CORRESPONDENCE
Johnsen — CONSTRUCTION SECTION — Gebauer — Portland, Oregon
Inlaes — Widmer — September ~~9~~ 12, 1977

FROM: ALLAN C. HARWOOD

SUBJECT: Payment Procedure
Washington Sales Tax

TO: C. T. KEASEY

Enclosed find a copy of a letter to you dated June 20, 1977 concerning a proposed procedure for handling Washington sales tax payments. I later asked you to disregard the proposal since it was inconsistent with the construction agreement which did not provide for payment of or reimbursement for sales tax.

A new agreement has now been prepared and transmitted to Washington for their approval.

Work has been completed in Washington on which sales tax is due. We have a Price Agreement approved by Washington and the estimate has been prepared with a payment of sales tax provided in accordance with the proposed new agreement.

Failure to get the new agreement signed will not negate Washington law requiring payment of sales tax as the work in Washington is accomplished but would delay reimbursement to us from Washington.

I recommend payment of sales tax and procedure for billing Washington as outlined in my letter of June 20, 1977 be followed on the September estimate. A completed form similar to the one accompanying my June 20 letter, sample enclosed, will be attached to the September estimate.

ACH/b
Enclosures
cc: Edward L. Hardt

NOTED
H.S. COULTER

Vern Skaug - 9-12-77
Approval of this procedure is recommended. Pls advise.

cc: N.S. Coulter

RECEIVED
STATE HWY ENGR
SEP 12 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SALES TAX AND CONTRACT PAYMENT CALCULATION

To Accompany Estimate # _____

For Period Ending _____

| | | | |
|---|---|---|---|
| 1. | Bid Item Work | | $ _____ |
| 2. | Price Agreement & Material on hand | | + _____ |
| 3. | TOTAL subject to retainage (1+2) | | _____ |
| 4. | Retainage | | - _____ |
| 5. | Due on Bid Items, PA and MOH (3-4) | | $ _____ |
| 6. | Extra Work | | + _____ |
| 7. | TOTAL due for Work Performed (5+6+7) | | $ _____ |
| 8. | Washington Portion | $ _____ (1) | |
| 9. | Sales Tax | + _____ (2) | + _____ (2) |
| 10. | TOTAL Washington Portion | $ _____ | |
| 11. | TOTAL Due This Period (7+9) | | $ _____ |
| 12. | Washington Portion Retainage | - _____ (3) | |
| 13. | Washington Extra Work | _____ | |
| 14. | TOTAL DUE FROM WASHINGTON (10-12+13) | $ _____ | |

(1) Total bid item 11 to 27, plus any extra work items attributable to PR 11-12 plus a fixed prorate amount of bid item 1 and any extra items applicable to the entire project.

(2) Washington portion x 5.1% x 95% amount entered on estimate.

(3) 10% of Line 8 until 5% of total of bid items and Price Agreements for Piers 11 and 12 is withheld.

FORM No. WHH 10110-03
as Revised 9-8-77(2)

Portland, Oregon
June 20, 1977

ALLAN C. HARWOOD
Projects Engineer

C. T. KEASEY
Construction Engineer

Payment Procedure
Washington Sales Tax

Washington sales tax must be paid on the portion of the Columbia River Bridge project in Washington. Procedure in the state of Washington is for the Highway Division to pay the contractor then the contractor pays the Department of Revenue. Payments of sales tax is made with progress payment on work completed.

I propose the following procedure for handling the sales tax:

When estimate is submitted the sales tax will be computed on the basis of work completed in the State of Washington, plus a percentage of the mobilization, trainee and other "total project cost items" or extra work.

Materials on hand will not be included. Since the progress payment of sales tax is based on unchecked calculations I recommend 95% of computed sales tax be paid. This is to avoid the possibility of the contractor over paying the Washington Department of Revenue. Then there would be no other percentage retained from the sales tax payment.

The state of Washington would then be billed for the amount of the sales tax paid along with the amount due for work completed on Washington's portion of the project.

A sample of the recommended sales tax computation is enclosed. I belive the procedure will comply with Washington State law.

ACH/b
Enclosure
cc: Edward L. Hardt

SALES TAX AND CONTRACT PAYMENT CALCULATION
53

To Accompnay Estimate #_____

For Period Ending _____

| | | |
|---|---|---|
| Bid Item Work | $ xxxxxx | |
| Price Agreement & Material on Hand | + xxxxx | |
| TOTAL subject to retainage | xxxxxx | |
| Retainage | - xxxxx | |
| Due on Bid Items, PA and MOH | | $ xxxxxx |
| Extra Work | | + xxxxx |
| TOTAL due for Work Performed | | $ xxxxxx |
| Washington Portion | $ xxxxx (1) | |
| Sales Tax | + xxxx (2) | + xxxx (2) |
| TOTAL Washington Portion | $ xxxxx | |
| TOTAL Due This Period | | $ xxxxx |
| Washington Portion Retainage | - xxxx (3) | |
| TOTAL DUE FROM WASHINGTON | $ xxxxx | |

(1) Total bid item 11 to 27 plus any extra work items attributable to PR 11-12 plus a fixed prorate amount of bid item 1 and any extra items applicable to the entire project.

(2) Washington portion x 5.1% x 95% amount entered on estimate.

(3) Fixed prorata amount of Washington share of bid items times the retained percentage.

8905

9

1

ROBERT W. STRAUB
GOVERNOR

# Oregon State Highway Division

BR 9555

HIGHWAY BUILDING, SALEM, OREGON 97310

Mr. N. O. Clary, Chief
Services Procurement Division
Office of Contracts and Procurement
U. S. Department of Transportation
Federal Highway Administration
Washington, D.C. 20590

September 2, 1977

NOTED
E. S. HUNTER

Pile Group Study
Columbia River (I-205) Bridge
Your File HCP-30

Enclosed are three executed copies of the letter agreement between the Oregon Department of Transportation and the Federal Highway Administration covering the research study on pile group action.

The State of Oregon now functions under a Department of Transportation organizational structure. In the future reference should be made to the Department of Transportation rather than the Highway Division.

The substructure contract for the portion of the Columbia River Bridge adjacent to the proposed study area is now under way. The pile test program should be scheduled for sometime during the next 12 to 18 months if advantage is to be taken of the on-site presence of pile driving equipment.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Structural Design Engineer

Enclosures

cc E. S. Hunter
G. L. Green
A. C. Harwood
Louis E. Lybecker

RECEIVED
TECHNICAL SERVICES
SEP 27 77
REFER TO
FOR
Info | Initial | Rtn'd | Dft | Sign | Ack | File

Mr. Hunter - A copy of the prospectus is on file in the Structural Design Section. Walt

8905

FORM 81.734.3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

August 1, 1977

FILE:

NOTED
H. S. COULTER

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: PROJECTS ENGINEER
I-205 INTERSTATE BRIDGE

TO: MEMO TO THE FILE

The purpose of this memo is to clarify the role and responsibilities of I-205 Columbia River Bridge Projects Engineer Allan Harwood.

Mr. Harwood is authorized to give Region office approval of change orders and other contract documents. He will play the same role as that normally played by the Region Construction Engineer in terms of his liaison with the Salem office. He will make sure that the Region Engineer is briefed and consulted on any matters that are unusual or particularly significant, and he will see that copies of all correspondence are routed to this office. The intent is that the work be carried out as expeditiously as possible, keeping in mind that the Region Engineer is responsible for contract execution and is being represented by Mr. Harwood.

ELH/cr
cc H. S. Coulter
C. T. Keasey
W. J. Hart
A. C. Harwood

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8905

9

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

NOTED
E. S. HUNTER

June 13, 1977

Mr. C. S. Gloyd
Bridge & Structures Engineer
Washington Department of Highways
Highway Administration Building
Olympia, WA 98504

Surface Treatment
Columbia River (I-205) Bridge
Bridge 9555

We have reviewed the continuing question of a latex paint final finish on the Columbia River Bridge. We will defer to your desire to eliminate the latex finish and to require the standard plain sack finish.

It becomes academic, based on the above decision, but the net cost of a latex finish over a sack finish is negligible. The cost of a standard non-latex sack finish is $0.35 to $0.40 per square foot. The use of the latex finish eliminates one step in the sack finishing operation. The elimination of that operation reduces the sack finishing costs 15 to 20 percent or approximately $0.08 per square foot. The cost of placing two coats of latex on the reduced sack finish is $0.18 to $0.22 per square foot. Thus the net increased cost of a latex finish would be about $0.10 per square foot.

We have used the latex system since the late 1950s. The repainting of bridges has not been a maintenance problem. There are some structures that would be enhanced by repainting. The latex finished structures are equal to or better in appearance than the standard sack finished structures after 15 years.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

cc A. C. Harwood
C. T. Keasey
E. S. Hunter
R. L. Carroll

RECEIVED
STATE HWY ENGR
JUN 14 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8905

NOTED
H. S. COULTER

June 7, 1977

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Columbia River (I-205) Bridge
Group pile load test
Permit Status

Attached are three copies of a mosaic aerial photo of the subject ridge site upon which the site of the proposed group pile load test has been located.

Also attached is an office memo by R. W. Ellison, dated June 3, 1977, documenting contact with concerned agencies relative to a permit for the load test project. It appears that the existing Coast Guard permit covers the proposed test and an additional permit is not necessary.

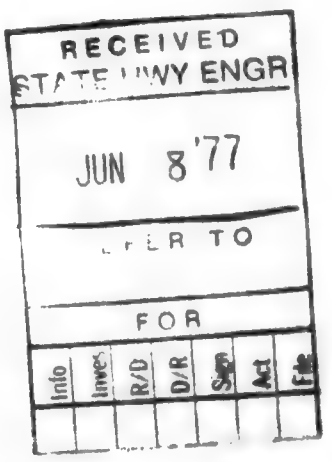
Al Harwood will make arrangements with the Port of Portland for any additional easement which may be necessary to provide a site for the test.

We are pleased to make the site available and to cooperate with you in this research on group loading of piles.

Walter J. Hart
Bridge Engineer

Attachments

cc E. S. Hunter
D. Beecroft
Al Harwood
Ed Hardt
Jack Davis




RWE:smd

FORM 81.734.3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 3, 1977

FILE:

R.W. Ellison

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Memo to the File

SUBJECT:
Columbia River (I-205) Bridge
Bridge 9555
Group Pile Load Test
Government Island Sand Spit
No Additional Permit

Relative to the proposed group pile load test to be made on the sand spit at the northerly side of Government Island, I contacted the various concerned agencies.

The proposed test location is an area approximately 150 feet square immediately adjacent to our easterly easement line on the sand spit.

I contacted the following:

1. OSHD Environmental Section, Gary Potter. Highway's concern is that the test be conducted in a sandy area and that no trees and brush be destroyed. This will maintain our credibility with the Fish and Wildlife Service of the U. S. Department of Interior.

2. U. S. Coast Guard, Seattle, Washington, Chris Christensen. The Coast Guard concurs that this work is incidental to the bridge and is covered by the existing permit issued by the Coast Guard.

3. Corps of Engineers, Portland, Oregon, Mr. Roy Brockschink (Permits Division) and Mr. Jack Beckly (Navigation Division). Mr. Brockschink stated that since there is no removal or fill involved in this test pile project, the activity would be covered by the Coast Guard permit for the bridge project.

   Mr. Beckly indicated that our test area is adjacent to, or part of, the Corps' dredge spoil area but that the pile load test will not interfere with the Corps' activity. The Corps plans to let a channel dredging contract in the area in July. The work should be finished by October. Mr. Beckly will do the necessary coordination to insure that there is no conflict between their dredging and our test pile project if he is contacted in a timely manner. Al Harwood should make such contact.

If the Port of Portland (owner of Government Island) has any concern about conflict between our project and the Corps' dredge soil area, they should contact Mr. Beckly of the Corps.

RWE:dh
cc A. C. Harwood
E. L. Hardt
Gary Potter
Jack Davis

W. J. Ivanti

Form FHWA 321 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 12, 1977

In reply refer to: HBR.1-OR/740.1

SUBJECT: Research Project
Field Study of Pile Group Action

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Attached is a prospectus for the proposed research study on group piles to be conducted in conjunction with the I-205 Columbia River Bridge project. We would appreciate your review and comments on this by June 13, 1977.

Our informal discussion with Mr. Hart indicated that he agreed to the site selection for the field portion of this study, and informally agreed to cooperate with and support the research effort. Before proposals can be solicited, however, we will need a letter from you indicating that you will provide a site for the work and access to it, and will make available the geotechnical data collected for the bridge for use during the study.

Please note also that the previously discussed instrumentation of in-service pile groups is not included in the attached prospectus. This portion of the study will be prepared shortly and will be included as Phase 2 of the overall study.

for G. L. Green

Attachment
Pile Group Prospectus

cc:
OSHD (G Beecroft) w/attach
OSHD (W J Hart) w/attach

RECEIVED
STATE HWY ENGR
MAY 16 '77
REFER TO
Walt Hart
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cy Harwood Hartt

DRAFT COPY

DRAFT COPY

PROSPECTUS

"FIELD STUDY OF PILE GROUP ACTION"

INTRODUCTION

The present state-of-the-art of pile foundation design does not include a rational method for relating the ultimate bearing capacity and/or load-deformation behavior of a single pile to the bearing capacity and settlement of an entire group. Nor are numerical and analytical approaches to pile group design entirely satisfactory because of questionable or unsubstantiated assumptions concerning load transfer and the resultant distribution of stresses in the soil.

Generally, the design of pile foundations for small projects is based on static and/or dynamic analysis and past experiences. When the size of the project warrants, field load tests on single piles are done to verify preliminary design. Single piles are loaded to failure or more often to twice the design load and observations of the bearing capacity and settlement made. Using empirical efficiency formulas and considerable engineering judgment, the behavior of the entire group is forecasted. This approach, however, ignores or oversimplifies the influence of load transfer and the distribution of stress in the soils on the ultimate bearing capacity and load-deformation behavior of the pile group.

Therefore, the development of rational methods will depend upon a better understanding of the transfer mechanism of structural loads from the pile foundations to the supporting soil; i.e., the relative loads carried in end bearing and side friction and the distribution of stresses induced in the soils in the zone of influence of the pile group. These phenomena are not well understood or easily evaluated, and good data for correlating predicted load transfer and stress distribution with measured values are lacking. Thus the need for accurate and well documented load test data on instrumented full scale single piles and pile groups is well established.

The proposed research concerns an instrumentation study of single piles and an experimental pile group to investigate the relationships between load transfer, stress distribution, group capacity, group settlement, group efficiency, and pile spacing.

This study will be conducted with the cooperation of the Oregon State Department of Highways (OSHD) to take advantage of the favorable site conditions for friction pile research and the extensive geotechnical site investigations for the Interstate 205 Columbia River Bridge between Vancouver, Washington, and Portland, Oregon.

The subsurface conditions at the specific site recommended for the study (on Government Island, Portland, Oregon) consists of approximately 5 to 15 feet of compressible silts and clays, underlain by 100 to 120 feet of sand, which in turn is underlain by cemented sands and gravels. The geotechnical investigations included subsurface exploration and sampling, laboratory testing, soil and groundwater profiling, pile and plate load testing, and foundation design. The results of the geotechnical investigations and loading tests, including design criteria established for service piles, are well documented and will be available for correlative purposes. Attachment A of this prospectus is provided as a typical example of the pertinent information that is available.

This field study is the first of several that will be conducted by FHWA to develop a rational design procedure for pile groups and will provide information for use in developing these subsequent studies.

For example, from a parametric analysis of the analytical model chosen for the design of the pile group, an indication of the sensitivity of the model, i.e., the relative change in magnitude of the model prediction with variation of a given input parameter, can be established, thus indicating which parameters need to be characterized within close limits, have wide tolerances, or negligible effect on pile group analysis. Also, an evaluation of the field measurements and instrumentation used will indicate which parameters can be effectively measured in the field with available instrumentation.

## TECHNICAL DISCUSSION

The primary technical considerations in the proposed study are site evaluation, pile group design, instrumentation, and testing.

Although extensive field work for the I-205 bridge project has been done on Government Island, additional sampling and testing will be needed to determine the mechanical properties of the soils within the boundaries of the proposed pile group, including the in situ strength and density of the soil before and after installation of the piles and after load testing is completed. Some means of establishing the at-rest pre-installation stress in the soils and the change in the stress field after the piles have been driven and loaded will have to be devised, also. To do this, the placing of pressure cells in the soils prior to pile driving should be considered. Although the insertion of the pressure cells in the soil mass will cause considerable disturbance resulting in large errors of measurement of the at-rest pressure, the increase in magnitude of the lateral stresses after the pile group has been installed and during loading should be large enough so that the relative stressed and unstressed zones in the soil mass can be determined.

Before the pile group and the control piles are designed, existing load transfer and group action theories will have to be evaluated and the most appropriate method selected considering the specific site conditions for the study. Considerable emphasis, however, will be directed toward investigating the relationship between load transfer and pile group action.

The analysis of load transfer for a pile group can be very complex. Current approaches to determining the load transferred to the soil (as measured from strains in piles) assume no residual driving stresses in the piles and that the stress field in the soil mass remains the same after the piles are driven. Driving stresses, however, may be partially retained in the piles, and after installation the stress field in the soil mass is completely changed. Little is known about the load-deformation behavior of the soil-pile interface or the behavior of the soil away from the pile. The influence of these and other factors on load transfer analysis will have to be identified and evaluated before load transfer data can be incorporated into a pile group model.

The method of loading the pile group will be critical if useful data for analysis is to be obtained. The loads must be capable of being applied and removed in increments of known weight and care must be taken to avoid eccentric loadings.

The proper selection and placement of instrumentation to verify the analytical predictions is also extremely critical to the outcome of the proposed research. Careful consideration should be given to the effects of environmental conditions on the performance of the instrumentation, and the ability of the instrumentation to produce reliable measurements throughout the field test period.

STATEMENT OF WORK

OBJECTIVES

1. To establish the relative amounts of load transferred to the soil mass through side friction and end bearing for both a single pile and within a group of piles.

2. To establish the changes in magnitude and distribution of stresses in a soil mass resulting from the installation of a single pile or a group of piles.

3. To determine by field testing, the ultimate capacity of a group of piles and the relationship between the capacity of a single pile and that of a pile group.

4. To determine the load-deflection behavior of single piles and the relationship between the behavior of a single pile and piles within a group.

5. Formulate a general analytical model to depict pile group performance and stress bulb development in homogeneous, isotropic soil masses.

SCOPE OF WORK

To accomplish the research objectives, this study will involve the design, instrumentation, installation, and load testing of single piles and a pile group. Current theory and analytical methods of pile group design will be evaluated and an analytical model selected or developed to design the pile group. Instrumentation will be placed in the soil mass and on the piles to verify predictions. The field portion of the study will be located on Government Island, Portland, Oregon. A site map and description of the soils profile at the proposed site are enclosed with this prospectus. The preliminary foundation investigation report and load testing data pertinent to the site will be made available to researchers by the OSHD. The OSHD will also arrange for access to the site and the field work will be closely coordinated with the OSHD. All work done will be summarized in a final report. The report will include discussion of the methods used, the observed vs. predicted behavior, and recommendations for additional research to generalize the model to a wider range of soil and site conditions.

DELINEATION OF CONTRACTOR TASKS

To accomplish the objectives of this study, the contractor shall, as a minimum, perform the following tasks:

Task A - Select or Develop Model(s) for Pile Group and Control Pile Design

1. Summarize the available information on the soil and site conditions pertinent to the study site.

2. Plan and conduct field work to obtain any supplemental information needed to achieve the objectives of the statement of work. As a minimum, the following geotechnical data shall be obtained:

   a. Shear strength (from laboratory, dutch cone, and standard penetration tests),
   b. Soil density (using nuclear moisture-density method),
   c. Pore water pressure,
   d. Vertical and lateral stress,
   e. Soils classification.

The above parameters shall be determined for various depths and in sufficient locations to characterize the zone of influence of the experimental pile group and control piles. The pore water pressure shall be monitored for the duration of the field test.

3. Evaluate currently available analytical and numerical load-transfer and group action theory and select or develop a model appropriate for the given site conditions. The model adopted must be tied to soil parameters and require minimum engineering judgment. All assumptions made and empirical relationships used and all input parameters shall be listed and defined. A parametric analysis of the model shall be done to determine the sensitivity of the model to variation in value of input parameters.

4. Given either the number type and dimensions of piles or a hypothetical structural load, design the pile group and the control piles according to the model selected in step 3. As a minimum, the model shall present predictions of:

   a. the ultimate bearing capacity of the pile group and control piles,
   b. total settlement (group and control piles),
   c. group efficiency,
   d. magnitude and distribution of load transferred to the soil in side friction and end bearing for each pile in the group and control piles,
   e. total load carried by each pile in group and control piles,
   f. the boundary of the stress bulb formed around each pile in the group and around the entire group, and around the control piles,
   g. the stress in the soils underlying the pile group.

Soil properties and field test data pertinent to the site selected for the study are documented in the I-205 Columbia River Bridge Preliminary Foundation Investigation and foundation load testing reports and will be made available to researchers by the OSHD.

Task B - Design Field Experiment

Develop and submit to the contract manager plans for the field verification of the model predictions in accordance with the minimum essential requirements enumerated below.

1. Pile dimensions - The pile group shall consist of a minimum of nine (9) 8-inch steel H piles 50 feet long. The two control piles shall be of the same type, material, and dimensions as the group piles.

   Note: See instructions to offeror.

2. Pile instrumentation - As a minimum for both the control piles and the pile group, and each pile in the group, instrumentation shall be placed to measure:

   a. axial shortening,
   b. total settlement,
   c. load applied at top of piles and entire cap,
   d. lateral pressures exerted along lengths of piles,
   e. horizontal and vertical alinement.

3. Soil instrumentation - Soil instrumentation shall be placed to determine or measure as a minimum:

   a. the extent of the disturbed zone formed around the pile group,
   b. zones of stress overlap within the pile group,
   c. the boundaries of the stress bulb formed around at least one of the piles in the group and around one of the control piles,

      Note: See instructions to offeror.

   d. pore water pressures within and around the pile group,
   e. ground movements.

4. Instrumentation placed to measure axial shortening of the piles for load transfer analysis shall be placed in pairs at a maximum of 5-foot intervals. A secondary or backup instrumentation system shall be installed to insure continuity of data in case of loss of or disturbance to primary system. All instrumentation shall be protected from environmental effects and the effects of placement.

5. Failure criteria - Establish failure criteria for the conduct of the pile load tests on both the individual control piles and the pile group.

Technical Guidelines

Acceptable instrumentation for obtaining the above measurements are listed in Attachment B. The list is not all-inclusive and the contractor should consider other alternatives, keeping in mind the intended use, durability, and sensitivity of the measurement system before selecting instrumentation.

To aid in establishing the failure criteria required in item 5 above, the contractor should review the failure criteria established for pile load tests conducted on Government Island and the Oregon flood plain (locations F and H in the Field Load Testing report).

Task C - Perform Pile Load Tests

After receiving approval of design and instrumentation plans, the contractor shall construct, instrument, and load test to failure a pile group and two control piles in accordance with the following minimum requirements:

1. Furnish all materials and equipment needed to construct, instrument, and install two control piles and the experimental pile group designed in Task B.

2. Install and load test to failure the two control piles and the pile group. The two control piles shall not be incorporated in the pile group. All loads shall be applied and removed in increments of known weight. Observations and instrument readings shall be taken for each loading/unloading increment. For both the loading phase and the unloading phase, data shall be taken until the effects of the end load increment or decrement on the soils have dissipated as indicated by the stabilization of measurements. The contractor shall have a member of the research team present on the site at all times to oversee the recording of the data and the overall field work.

3. Determine the strength and density of the soils in and around the pile group and around the two control piles after installation and after failure. Both the dutch cone and SPT shall be used for strength determinations and the nuclear moisture-density method for density.

Task D - Perform Data Analysis

Correlate the field observations and measurements obtained for the pile group with the analytical predictions and control pile data and explain the differences between the predicted and actual field behavior. As a minimum, this analysis shall include:

1. Load transfer analyses for each load increment applied to the pile group and control piles. For each instrumented pile section, correlations shall be established between:

   a. the load transferred to the soil and the shear strength of the soil for the values of shear strength determined before and after placement of the piles,

   b. the settlement and the load transfer/shear strength ratio,

   c. the load transfer analysis of the pile group and control piles.

2. Correlation with pertinent field load test data obtained for the 14 x 89 H piles tested on Government Island and the Oregon flood plain. And the design criteria established for the Oregon flood plain service piles.

3. The effects of input parameter characterization on the measured and predicted behavior.

4. An evaluation of the effectiveness of the instrumentation plan for obtaining the measurements necessary to validate the model and related measurements.

5. Recommendations for further research needed to generalize the model developed to a wider range of soils and site conditions.

# INSTRUCTIONS TO OFFERORS FOR SUBMITTING PROPOSALS

In responding to this solicitation, please submit your proposal in three parts as follows:

## Part I - Technical Proposal

A technical dissertation describing in detail how you would proceed if awarded a contract. Specifically, using the geotechnical information in Attachment A and the minimum requirements enumerated in Task B, Step 1 of the Statement of Work, the offeror shall indicate his approach to the design of an experimental group, including a discussion of what parameters he would measure, why they need to be measured and how he would measure them. The need for a waiting period between installation and load testing; how the loads will be applied (reaction or dead load); total load needed for failure of pile groups; and the need for long term monitoring shall be discussed.

The Statement of Work requires determination of the in situ stresses as part of the site data to be collected. However, it is beyond the scope of this study to determine the full stress tensor at any point in the soil mass subjected to the influence of the pile group. But it is desired to determine the boundaries of the stress bulb formed around each pile in the group for evaluation of stress overlap and the resultant influence on the model analysis. The offeror shall indicate in his proposal the in situ instrumentation needed to obtain useful in situ stress information. If, in the offeror's opinion, no suitable instrumentation plan can be implemented, he shall indicate in his proposal alternatives for determining the stress distribution.

Reports

The contractor shall furnish to the FHWA Contract Manager three (3) copies of a letter-type monthly progress report. This report shall include, but not be limited to, concise statements of the following:

a. The work actually accomplished during the reporting period.

b. A synopsis of the status of the study.

c. Funds committeed, or expenditures made during the reporting period.

d. Problems or delays that the contractor has experienced in conduct of the study during this period.

e. The work which is planned for accomplishment during the next period.

Interim Report

The contractor shall prepare a report documenting the results of the Task A work. All assumptions made, empirical relationships used to develop the model, and all input parameters shall be listed and discussed. The contractor shall furnish ten (10) copies of the draft report to FHWA prior to beginning Task B. FHWA shall review and furnish comments within thirty days following receipt of the draft.

Final Report

The contractor shall furnish eight (8) copies of a draft final report to the Contract Manager within sixty (60) days prior to the completion date of this study. FHWA shall review the draft final report and furnish comments thereon within thirty (30) days following receipt of the draft report. One approved reproducible copy of the final report shall be furnished to FHWA on or before the completion date of this study.

Briefing Report

In addition to the reporting requirements contained herein, the contractor shall be required to make two oral presentations to the Contract Manager and other personnel of the DOT/Federal Highway Administration in Washington, D.C., covering the scope and the results of the research at the time of the briefing.

The schedule for these presentations shall be determined mutually between the Contract Manager and the contractor. The principal investigator shall make the presentations.

Time Scheduling

The field work shall be coordinated closely with the Oregon State Highway Department (OSHD) so as not to interfere with the construction schedule of the I-205 Columbia River bridge.

# Evaluation Criteria

1. Offeror's demonstration of technical competence and understanding as reflected in his proposed approach to solving the problems set forth in the RFP.

   a. Familiarity with theoretical and practical methods and exploitation of previous work in this field as evidenced by the technical approach to resolving the issues raised in the statement of work.

   b. Grasp of the problem and recognition of critical technical issues.

   c. Creativity, ingenuity and inventiveness applied in accomplishing the objectives of this study.

2. Offeror's responsiveness to the technical requirements of the RFP.

   a. Work proposed consistent with the scope and objective as evidenced by the offeror's proposed approach.

   b. Adequacy of plan for collection and analysis of data.

   c. Logic and completeness of work plan (Elaboration of how the problems will be approached).

3. Offeror's indication of sufficient resources to complete the contract requirements satisfactorily and on schedule.

   a. Experience, availability, and background of principal investigator and other professionals assigned to the project whose disciplines are necessary for the successful completion of the contract requirements.

   b. Adequacy of required facilities and equipment such as materials testing laboratory and computer facilities.

In addition to the criteria listed above, relative costs will be considered in the ultimate award decision.

PROPOSAL EVALUATION FORM

RFP No. _____ DATE OF EVALUATION _____

NAME OF PROPOSER _____

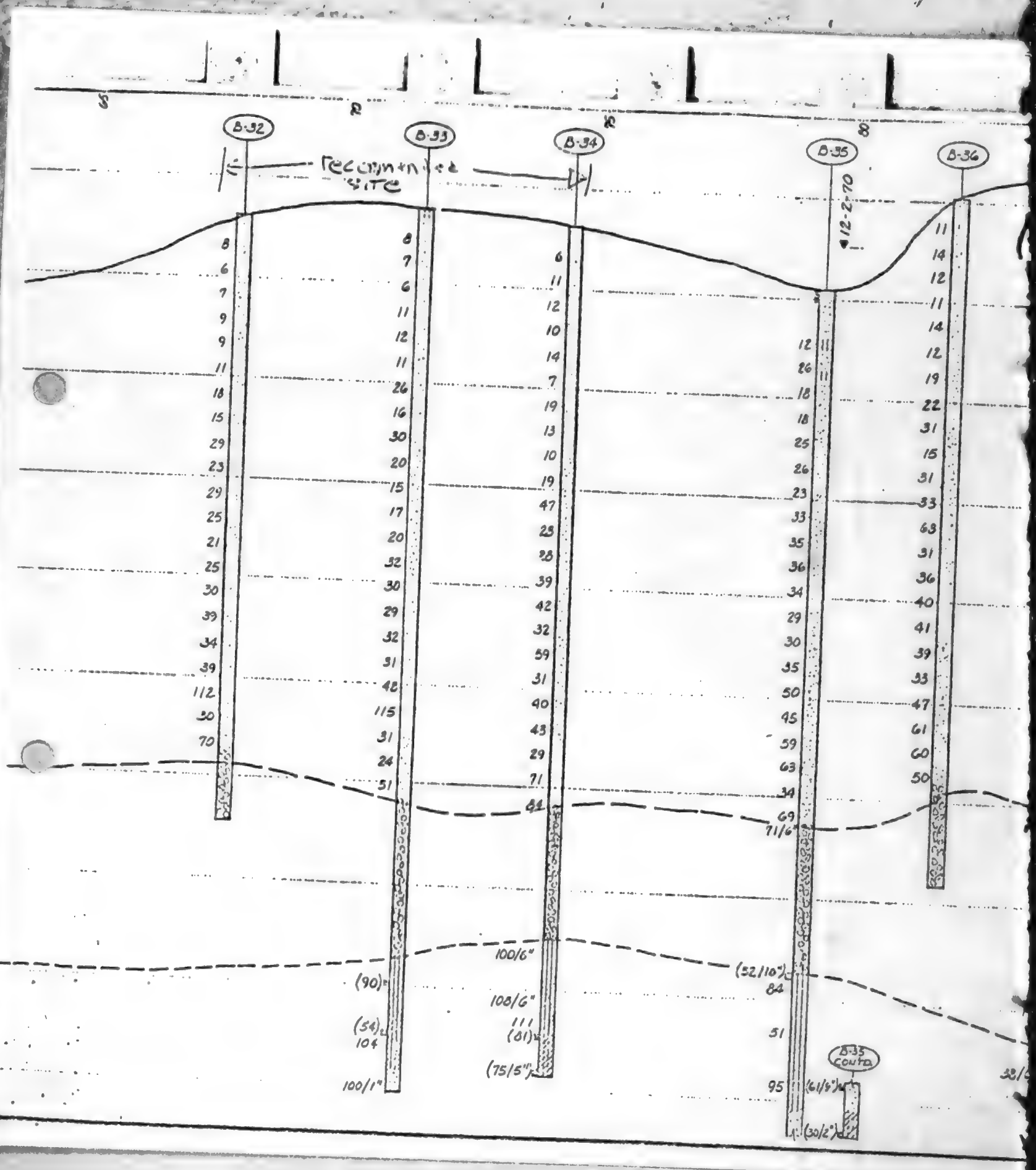
NAME OF EVALUATOR _____ TOTAL SCORE _____

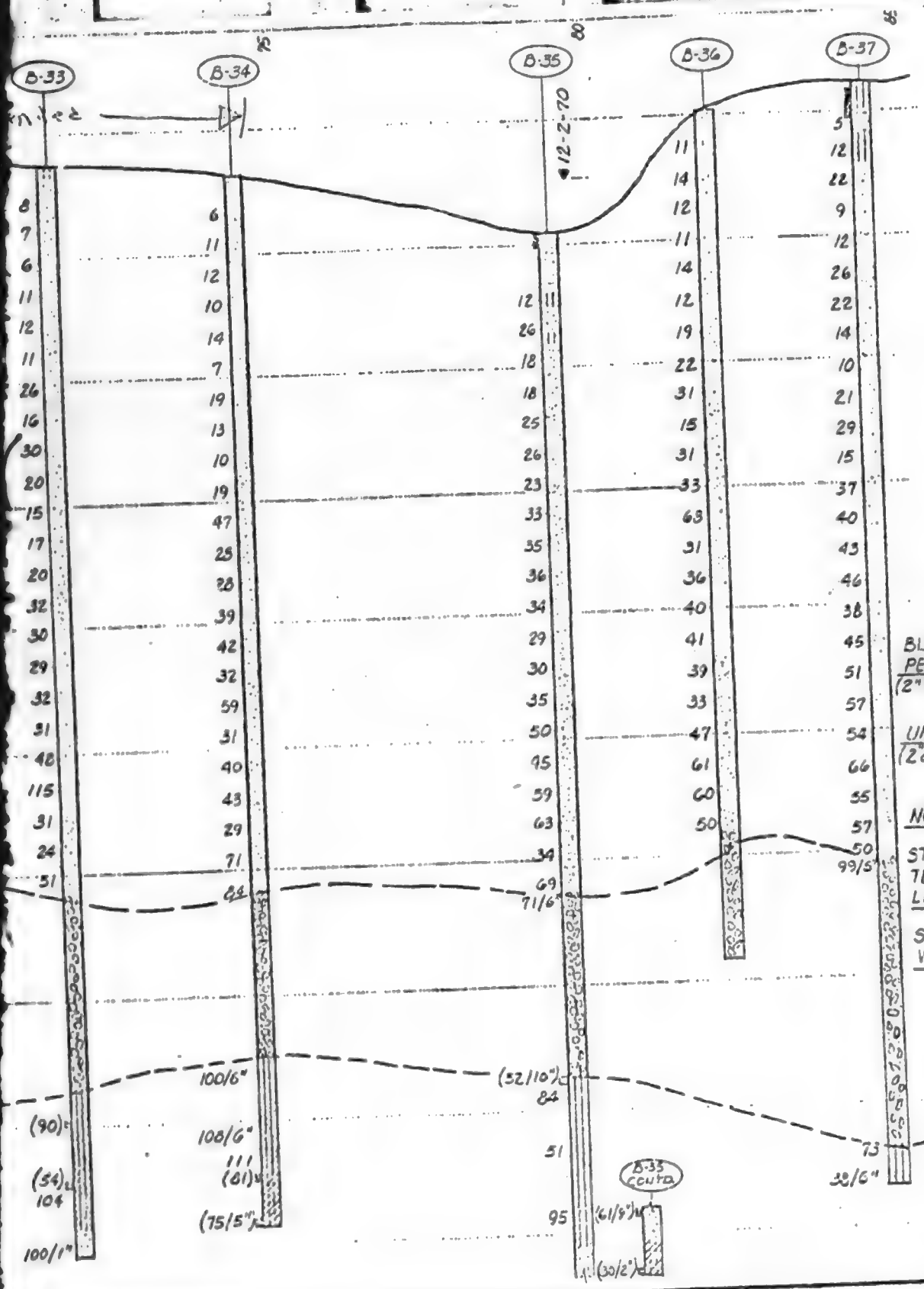
| | | | |
|---|---|---|---|
| 1. | Offeror's demonstration of technical competence and understanding as reflected in his proposed approach to solving the problems set forth in the RFP | (40) | |
| | a. Demonstration of familiarity with analytical and practical methods used in this field | 20 | _____ |
| | b. Grasp of the problem and recognition of critical technical issues | 10 | _____ |
| | c. Exploitation of previous work in the field | 6 | _____ |
| | d. Creativity, ingenuity and inventiveness | 4 | _____ |
| 2. | Offeror's responsiveness to the technical requirements of the RFP | (30) | |
| | a. Plan for collection, processing and analysis of data | 15 | _____ |
| | b. Logic and completeness of work plan | 10 | _____ |
| | c. Work proposed consistent with scope of RFP | 5 | _____ |
| 3. | Offeror's indication of sufficient resources to complete the contract requirements satisfactorily and on schedule | (30) | |
| | a. Experience and background of principal investigator | 11 | _____ |
| | b. Percentage of time of availability of principal investigator | 6 | _____ |
| | c. Experience of other professionals | 5 | _____ |
| | d. Coverage of required disciplinary areas | 4 | _____ |
| | e. Adequacy of required facilities and equipment | 4 | _____ |

ATTACHMENT 11

Riverbed (Borings 21 throuch 37)

The riverbed materials consist of fine to medium sands, underlain by the very dense conglomerate member of the Troutdale formation. Grain size analysis of the river bed sands indicates two distinct zones exist: The upper zone to a depth of approximately 40 feet consists of predominantly loose to medium density coarse sand, and the lower zone consists of medium dense to dense fine sand. A possible interpretation of these data is that the contact between the upper and lower zones marks the maximum depth of river bed scour at some time in the past. It does not necessarily follow that upper zone of sand represents the material subject to either seasonal or occasional scour at the present time. The river bed alluvium directly above the Troutdale formation, about 5 feet thick, is quite variable in composition, ranging from silt to fine gravel.


S
B-32
B-33
B-34
B-35
B-36
Recommended Site
12-2-70
8 6 7 9 9 11 18 15 29 23 29 25 21 25 30 39 34 39 112 30 70
8 7 6 11 12 11 26 16 30 20 15 17 20 32 30 29 32 31 42 115 31 24 51 (90) (54) 104 100/1"
6 11 12 10 14 7 19 13 10 19 47 28 28 39 42 32 59 31 40 43 29 71 44 100/6" 100/6" 111 (81) (75/5")
12 11 26 11 18 25 26 23 33 35 36 34 29 30 35 50 45 59 63 34 69 71/6" (52/10") 84 51 95 (61/5") (30/2")
11 14 12 11 14 12 19 22 31 15 31 33 63 31 36 40 41 39 33 47 61 60 50
B-33 CONTD.




## BORING LOG SYMBOLS

- SILT
- CLAYEY SILT
- SANDY SILT
- SAND
- SILTY SAND
- SILTY GRAVEL
- SILTY CLAY
- SANDY GRAVEL

## BORING LOG LEGEND

B-32 BORING NUMBER

BLOWS/FT.(N) STANDARD PENETRATION TEST (2" SPLIT SPOON SAMPLER) — 00

UNDISTURBED SAMPLE (2" or 3" SHELBY TUBE)

NO SAMPLE RECOVERY

STANDARD PENETRATION TEST BLOWS FOR DRIVE LESS THAN 1.5 FT. — 140/3"

SHELBY TUBE DRIVEN WITH 140 LB. HAMMER — (54)

12-31-70 GROUND WATER ON DATE SHOWN

CORE

FIGURE 3

SVERDRUP & PARCEL AND ASSOCIATES, INC.
FOUNDATION INVESTIGATION
I-205 COLUMBIA RIVER BRIDGE

BORING LOGS AND PROFILE

CORNELL, HOWLAND, HAYES & MERRYFIELD
SEATTLE CORVALLIS BOISE PORTLAND

| SAMPLE NUMBER | DEPTH (FEET) | DESCRIPTION OF MATERIAL | CLASSIFICATION (AASHO) | "N" (BL/FT) | MOISTURE | | |
|---|---|---|---|---|---|---|---|
| | | | | | PL (%) | W (%) | LL (%) |
| SS-1 | 5-6.5 | BROWN MEDIUM SAND | A-2-4 | 8 | | | |
| – | 9.0 | G.W.T. (12-4-70) | – | – | | | |
| SS-2 | 10-11.5 | BROWN MEDIUM SAND | A-2-4 | 7 | | | |
| SS-3 | 15-16.5 | RED & GRAY MEDIUM SAND | A-1-b | 6 | | | |
| SS-4 | 20-21.5 | BROWNISH-GRAY MEDIUM SAND | A-2-4 | 11 | | | |
| SS-5 | 25-26.5 | BROWNISH-GRAY MEDIUM SAND | A-3 | 12 | | | |
| SS-6 | 30-31.5 | BROWNISH-GRAY MEDIUM SAND | A-3 | 11 | | | |
| SS-7 | 35-36.5 | GRAY FINE SAND | A-3 | 26 | | | |
| SS-8 | 40-41.5 | GRAY FINE SAND | A-3 | 16 | | | |
| SS-9 | 45-46.5 | GRAY FINE SAND | A-3 | 30 | | | |
| SS-10 | 50-51.5 | GRAY FINE SAND | A-2-4 | 20 | N/P | | |
| SS-11 | 55-56.5 | GRAY FINE SAND | A-3 | 15 | | | |
| SS-12 | 60-61.5 | GRAY FINE SAND | A-2-4 | 17 | | | |
| SS-13 | 65-66.5 | GRAY FINE SAND | A-3 | 20 | | | |
| SS-14 | 70-71.5 | GRAY FINE SAND | A-3 | 32 | | | |
| SS-15 | 75-76.5 | GRAY FINE SAND | A-3 | 30 | | | |
| SS-16 | 80-81.5 | GRAY FINE SAND | A-3 | 29 | | | |
| SS-17 | 85-86.5 | GRAY FINE SAND | A-3 | 32 | | | |
| SS-18 | 90-91.5 | GRAY FINE SAND | A-3 | 31 | | | |
| SS-19 | 95-96.5 | GRAY FINE SAND | A-3 | 48 | | | |
| SS-20 | 100-101.5 | GRAY FINE SAND | A-3 | 115 | | | |
| SS-21 | 105-106.5 | GRAY FINE SAND | A-3 | 31 | | | |
| SS-22 | 110-111.5 | GRAY FINE SAND | A-3 | 24 | | | |
| SS-23 | 115.5-117 | GRAY FINE SAND | A-3 | 51 | | | |
| – | 119 | DENSE CONGLOMERATE | – | – | | | |
| – | 150 | BOTTOM OF CONGLOMERATE | – | – | | | |
| ST-1 | 155-156 | GRAY CLAYEY SILT | A-7-5(14) | *90 | 31 | 44 | 50 |
| ST-2 | 165-166 | GRAY CLAYEY SILT | A-7-5(20) | *54 | 37 | 30 | 71 |
| SS-24 | 166-167.5 | GREEN CLAYEY SILT | A-7-5(14) | 104 | 40 | 35 | 65 |
| ST-3 | 175-175.1 | BLACK SAND | A-1-a | *50/2" | | | |

PROJECT I-205 COLUMBIA RIVER BRIDGE STATION & OFFSET OREGON 71+45, 35.5 RT.

BORING NO B-33 GROUND ELEVATION 15.0 MSL

*ST DRIVEN WITH 140 LB WEIGH

SOIL TEST DA

| DESCRIPTION OF MATERIAL | CLASSIFICATION (AASHO) | "N" (BL/FT) | MOISTURE | | | GRADATION % PASSING | | | | MAX. SIZE | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | PL (%) | W (%) | LL (%) | #4 | #10 | #40 | #200 | | | |
| EDIUM SAND | A-2-4 | 8 | | | | | | | | #40 | | |
| 4-70) | – | – | | | | | | | | | | |
| EDIUM SAND | A-2-4 | 7 | | | | | | | | #40 | | |
| RAY MEDIUM SAND | A-1-b | 6 | | | | | | | | #10 | | |
| -GRAY MEDIUM SAND | A-2-4 | 11 | | | | | | | | #40 | | |
| H-GRAY MEDIUM SAND | A-3 | 12 | | | | | | | | #10 | | |
| H-GRAY MEDIUM SAND | A-3 | 11 | | | | | | | | #40 | | |
| NE SAND | A-3 | 26 | | | | | | | | #10 | | |
| NE SAND | A-3 | 16 | | | | | | | | #40 | | |
| NE SAND | A-3 | 30 | | | | | | | | #40 | | |
| NE SAND | A-2-4 | 20 | N/P | | | | 100 | 98 | 15 | #30 | | |
| NE SAND | A-3 | 15 | | | | | | | | #10 | | |
| NE SAND | A-2-4 | 17 | | | | | | | | #10 | | |
| NE SAND | A-3 | 20 | | | | | | | | #40 | | |
| NE SAND | A-3 | 32 | | | | | | | | #10 | | |
| NE SAND | A-3 | 30 | | | | | | | | #40 | | |
| NE SAND | A-3 | 29 | | | | | | | | #40 | | |
| NE SAND | A-3 | 32 | | | | | | | | #40 | | |
| NE SAND | A-3 | 31 | | | | | | | | #10 | | |
| NE SAND | A-3 | 48 | | | | | | | | #10 | | |
| NE SAND | A-3 | 115 | | | | | | | | #10 | | |
| NE SAND | A-3 | 31 | | | | | | | | #40 | | |
| NE SAND | A-3 | 24 | | | | | | | | #10 | | |
| NE SAND | A-3 | 51 | | | | | | | | #10 | | |
| ONGLOMERATE | – | – | | | | | | | | | | |
| OF CONGLOMERATE | – | – | | | | | | | | | | |
| AYEY SILT | A-7-5(14) | *90 | 31 | 44 | 50 | | | 100 | 97 | | | |
| AYEY SILT | A-7-5(20) | *54 | 37 | 30 | 71 | | | 100 | 97 | | Triaxial Test Performed | |
| CLAYEY SILT | A-7-5(14) | 104 | 40 | 35 | 65 | | | 100 | 97 | | | |
| AND | A-1-a | *50/2" | | | | | | | | | | |

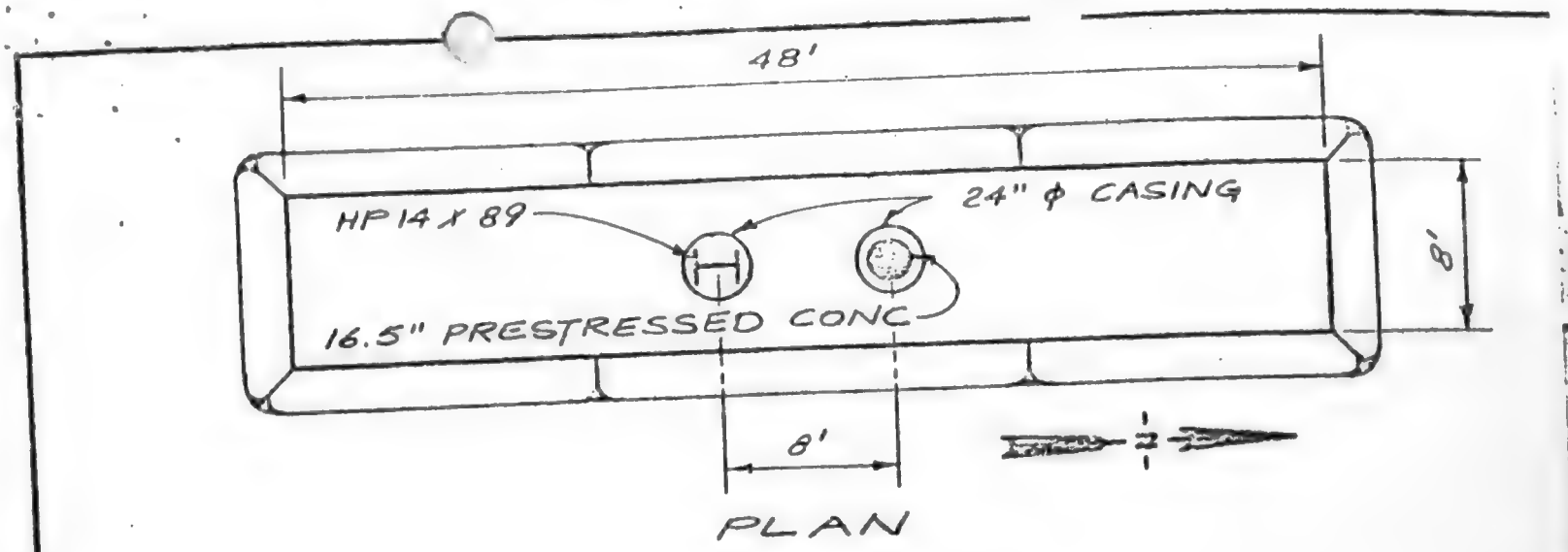
RIDGE STATION & OFFSET OREGON 71+40, 35.5 RT.

GROUND ELEVATION 15.0 MSL

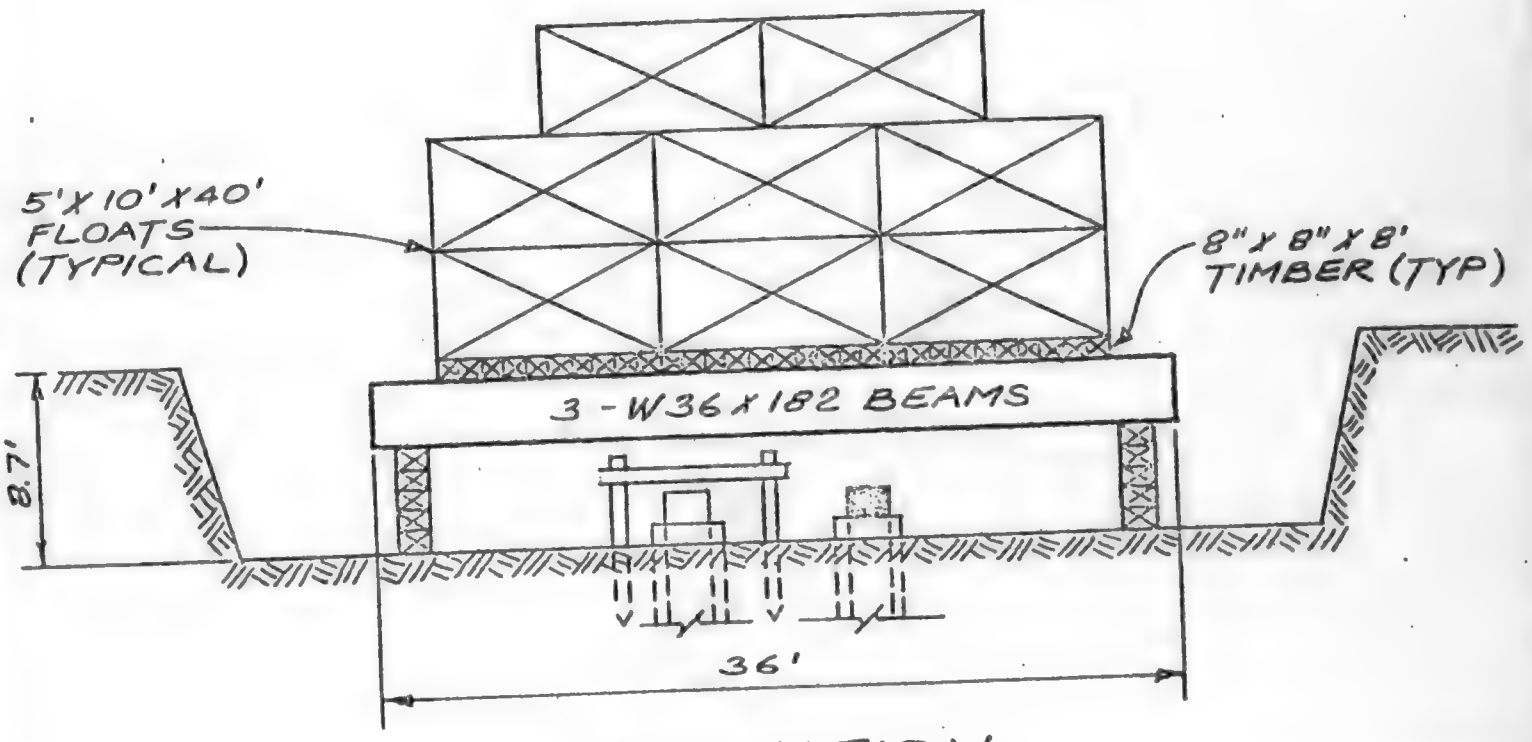
*ST DRIVEN WITH 140 LB WEIGHT, 30-INCH DROP.

# SOIL TEST DATA

CORNELL, HOWLAND, HAYES & MERRYFIELD
SEATTLE PORTLAND CORVALLIS



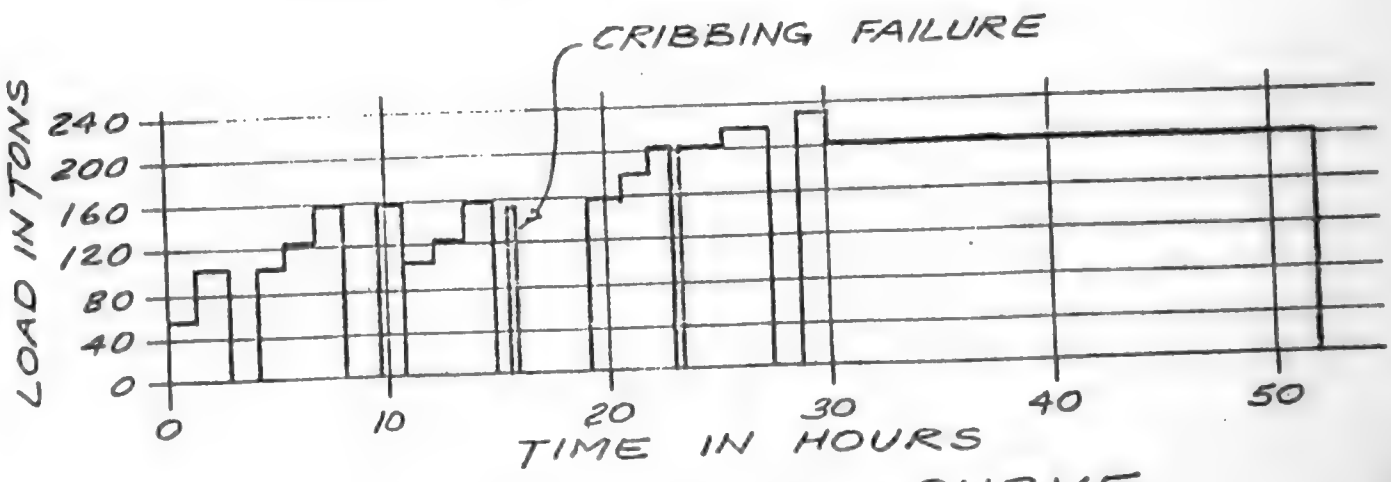

PLAN



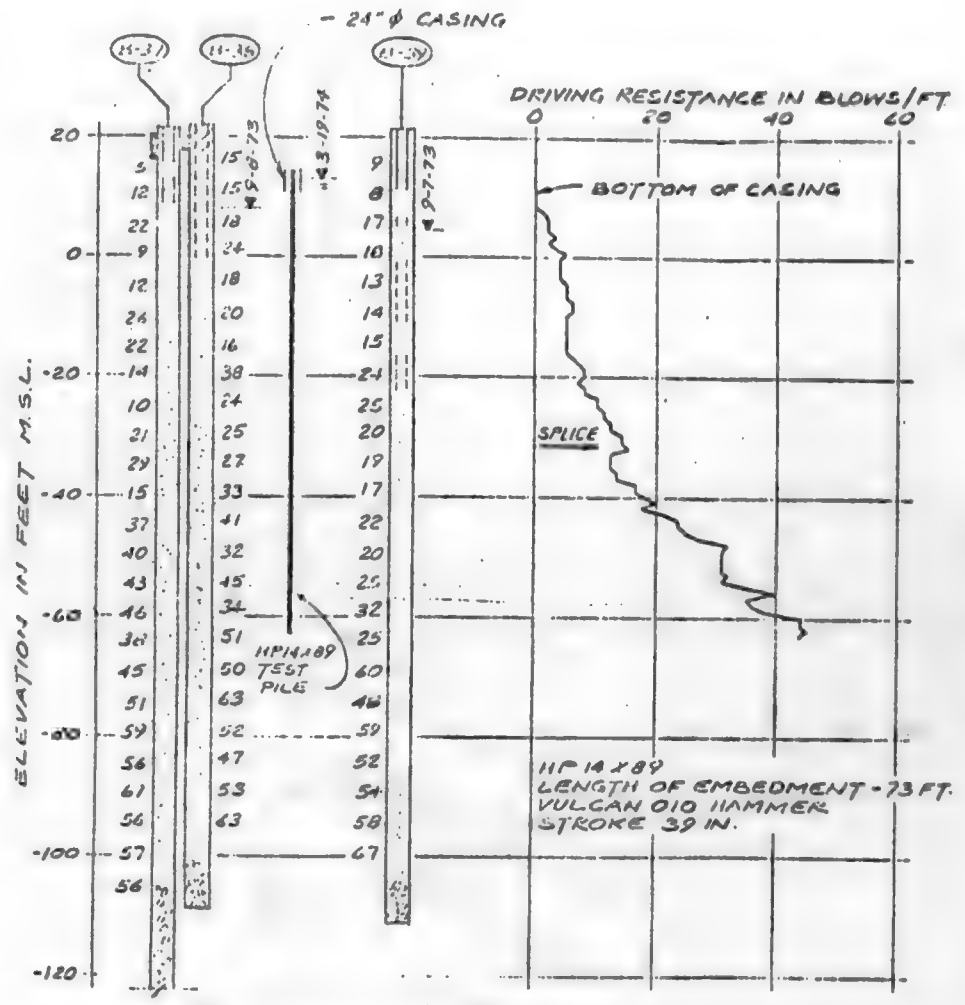

ELEVATION

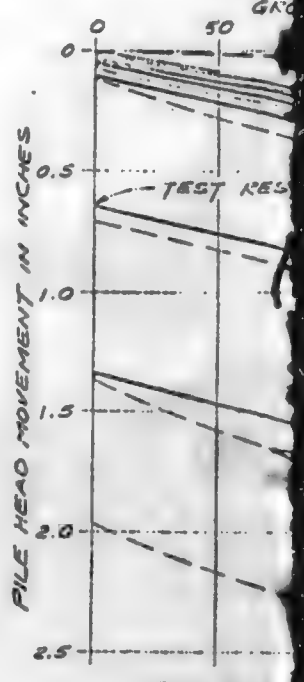
## LOCATION F - HP14 x 89 PILE LOAD TEST

SCALE: 1" = 10'



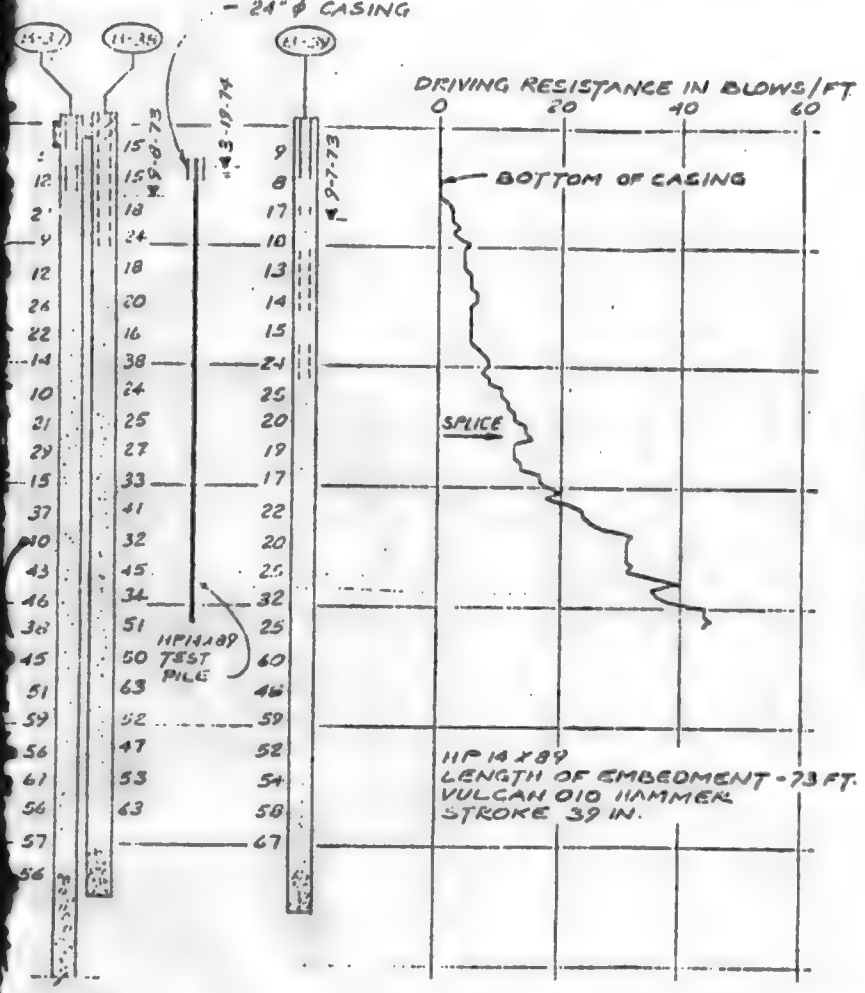

## LOAD VS TIME CURVE

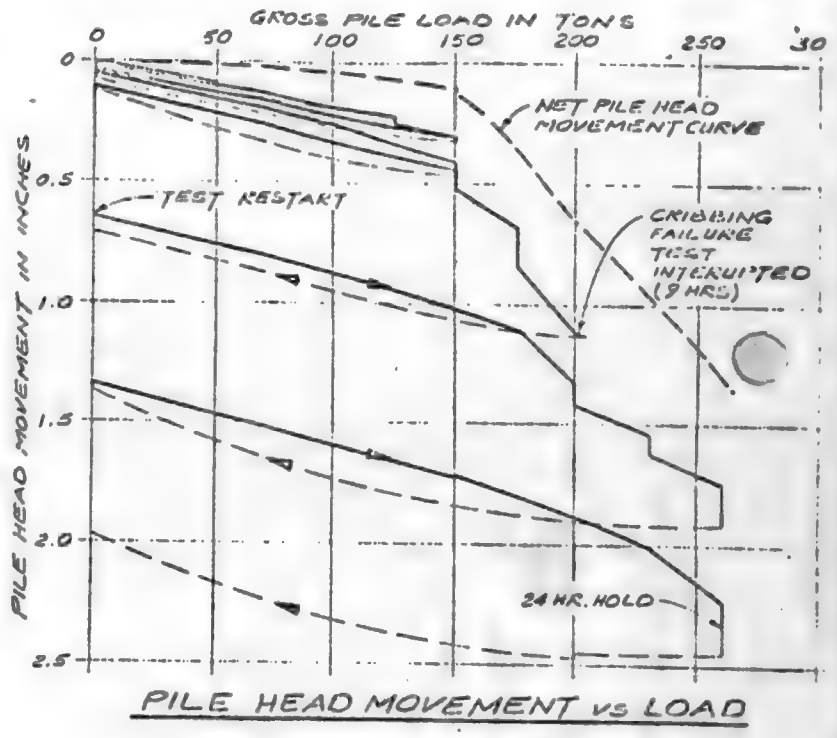



NOTES:

1. SEE FIGURE 1-4 FOR BORING LOG SYMBOLS AND LEGEND.
2. SEE FIGURE 1-2 FOR BORING AND TEST PILE LOCATIONS.

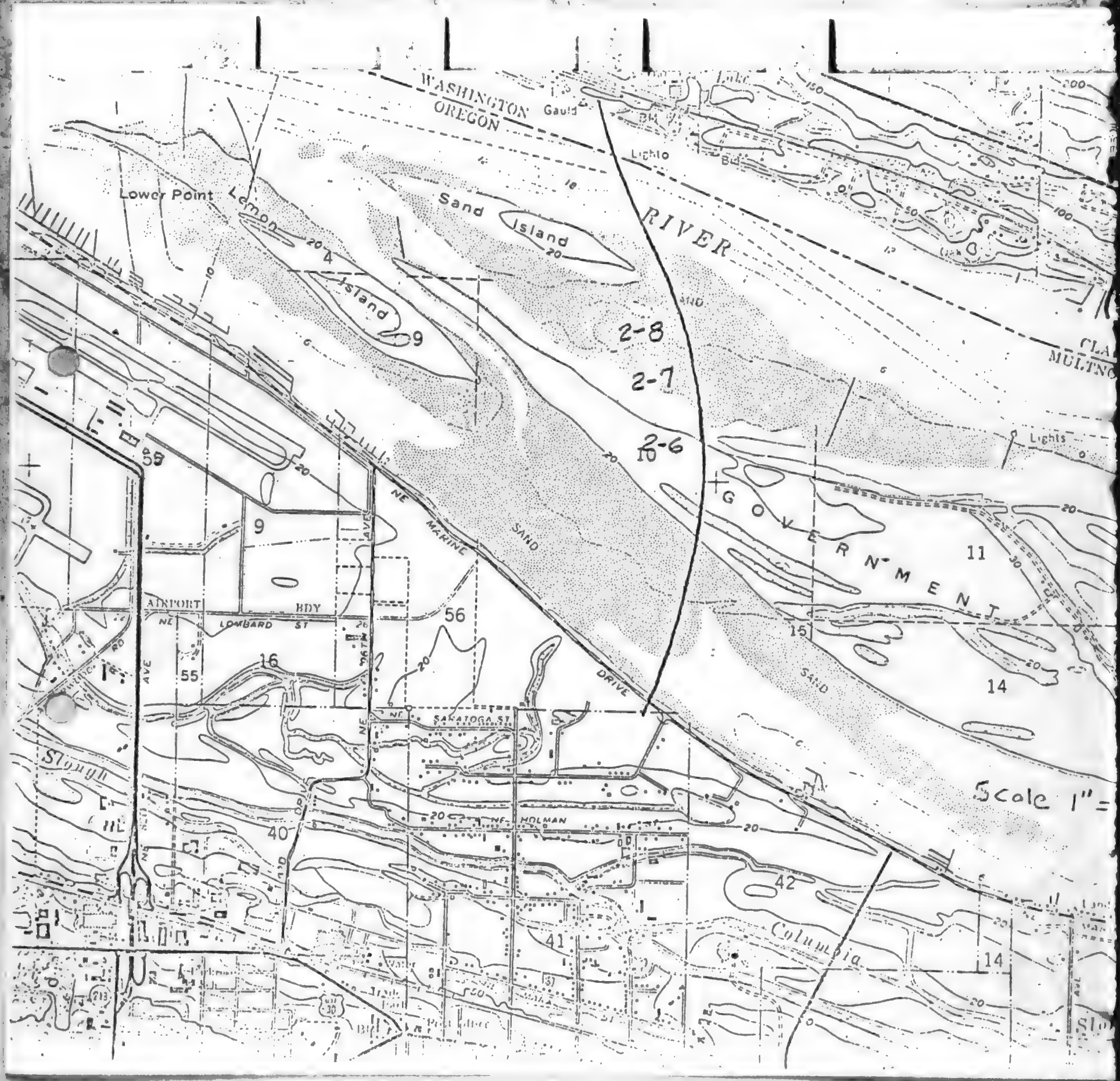


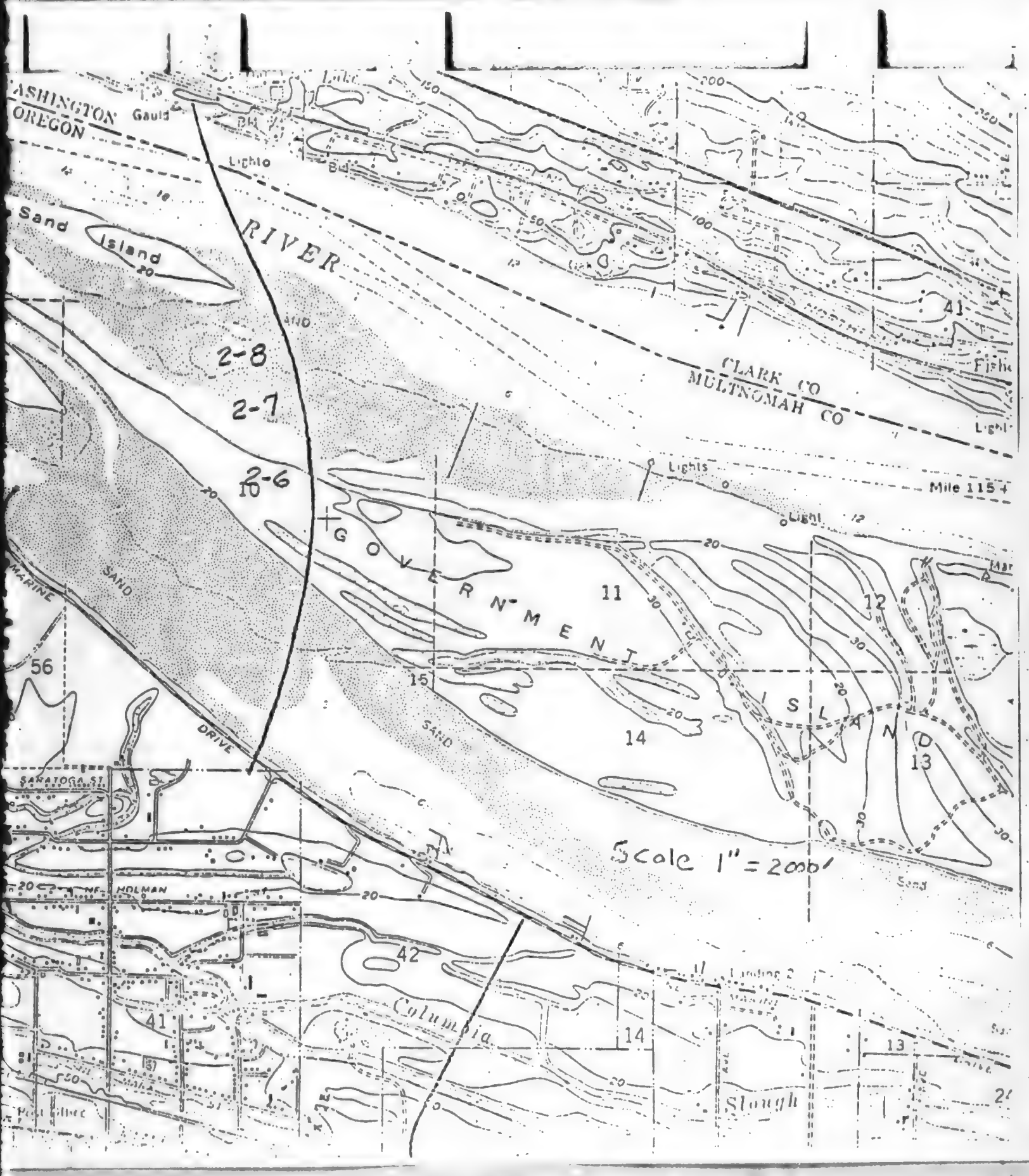




PILE HEAD MOVEMENT vs LOAD

NOTES:
1. SEE FIGURE 1-4 FOR BORING LOG SYMBOLS AND LEGEND.
2. SEE FIGURE 1-2 FOR BORING AND TEST PILE LOCATIONS.

FIGURE 2-13
SVERDRUP & PARCEL AND ASSOCIATES, INC.
FOUNDATION INVESTIGATION
I-205 COLUMBIA RIVER BRIDGE
LOCATION F
DRIVING AND LOAD TEST RESULTS
HP 14 X 89 STEEL PILE


WASHINGTON
OREGON
Gauld
Lighto
Lower Point Lemon
Sand Island
Island
RIVER
2-8
2-7
2-6
Lights
GOVERNMENT
NE MARINE DRIVE
SAND
AIRPORT
BDY
NE LOMBARD ST
NE SARATOGA ST
NE HOLMAN
Slough
Columbia
Scale 1" =
55
56
9
11
14
15
16
40
41
42


WASHINGTON
OREGON
Sand Island
RIVER
CLARK CO
MULTNOMAH CO
Mile 115.4
2-8
2-7
2-6
GOVERNMENT
ISLAND
11
12
13
14
15
41
42
56
SAND
MARINE
DRIVE
SARATOGA ST
HOLMAN
Columbia
Slough
Scale 1" = 2000'

8905

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 2, 1977

In reply refer to: HAM-OR

SUBJECT: Oregon Project I-205-7(38)315
Columbia River Bridge
Purchase of Turbidity Meter

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer

Your memorandum of May 16 requested Federal participation in the cost of a turbidity meter to monitor the turbidity created in the Columbia River as a result of the Columbia River Bridge construction.

We concur that the cost of this meter (approximately $1,000) is a participating cost of the bridge construction project. This is specialized equipment to be used on this project only and is a result of the Department of Environmental Quality's permit which sets forth limits for maximum permissible construction-created river turbidity.

for G. L. Green

cc:
G Gray, Financial Mgr

RECEIVED
STATE HWY ENGR
JUN 3'77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

6.3.77
cy Coulter
Harvard
Harwood
Eng. Mgt.
Keep
Ceasely

GENERAL FILES

DATE: May 16, 1977

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Oregon Project I-205-7(38)315
Columbia River Bridge
Purchase of Turbidity Meter

The Department of Environmental Quality's permit for construction of the I-205 Columbia River Bridge sets forth limits for maximum permissible turbidity created by the bridge construction. Our field engineering crew will be required to monitor the river's turbidity. This will require acquisition by the Oregon State Highway Division of a turbidity meter for this purpose.

We propose to purchase this meter at a cost of approximately $1,000 and charge that cost against the bridge construction project. At the end of its use on the project, any salvage value remaining will be credited the project records.

We request your concurrence in this action as a participating cost on the project. This has been discussed by our field personnel with Mr. Valach of your office.

ELH:cr ia

bc F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
A. C. Harwood
E. L. Hardt
George Hopkins
V. E. Skoog

FORM 61-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON

Region 1 - Milwaukie

May 13, 1977

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: TURBIDITY METER
COLUMBIA RIVER BRIDGE PROJECTS
I-205 FREEWAY

TO: H. S. COULTER
Highway Engineer

Enforcement of specifications for the construction of the I-205 Columbia River Bridge will require that the resident engineer have the use of a turbidity meter to measure the affects of the contractor's work on the water quality of the Columbia River adjacent the work site. We are proposing that such a meter be purchased and charged against the construction project, since it will be used exclusively for that project. Any salvage value remaining after completion of the work would be credited to the project. This is the same procedure we followed in acquiring pneumatic torque wrenches for bolting inspection on the Fremont Bridge. We have discussed this arrangement with Mr. Valach of the FHWA regarding Federal participation and he has indicated "a good chance of approval". Our Accounting Section would like written approval from the FHWA before they proceed with this purchase. I have attached a draft for your submission to the FHWA for this approval.

ELH/cr
cc C. T. Keasey
A. C. Harwood

RECEIVED
STATE HWY ENGR
MAY 16 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1979 Columbia R. Br. (N. Channel Superstruc.) Sec. of E. Ptld. Fwy. (Structure)

#11

C+A 4139 12-7-70

18905

8

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 20, 1977

FILE:

R.W. ELLISON

FROM: R. W. Ellison
Acting Bridge Engineer

TO: Mr. John Howard
Resident Engineer

SUBJECT:

Columbia River (I-205) Bridge
Bridge 9555
FAA Determination of No Hazard
FAA No. 77-ANW-19-OE

Here are two copies of the latest FAA Determination of No Hazard to Air Navigation for your records. One copy should replace the present FAA Determination in the permit book made available to contractors for the subject structure. Because of the late date, a copy of this Determination will be forwarded to all plan holders with our fourth letter of addendum.

We have been informed by the FAA that the northern limit of this permit is at the Washington end of the structure. (Approximately Washington Station 134+40.)

cc Glen Green /w/ encl.
E. S. Hunter
R. N. Bothman /w/ encl.
D. H. Moehring
C. T. Keasey
J. E. Backstrand
R. L. Carroll /w/ encl.
C. S. Gloyd /w/ encl.

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
APR 21 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

18905

9

FORM 81.734.3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 11, 1977

FROM: A. D. Olson
Preliminary Design Engineer

TO: Walt Hart
Region I Engineer

SUBJECT: FAA Permit
Columbia River Bridge
East Portland Freeway
Multnomah County

Enclosed is a copy of the April 5, 1977, "Determination of No Hazard to Air Navigation" for the Columbia River Bridge.

As part of this permit it is necessary to fill out and send in Part I of the enclosed FAA Form 7460-2(7-72) at least 48 hours before the start of construction. Part 2 of the form is to be filled out and sent in within five days after construction reaches its greatest height, which presumeably would be the luminaire installation.

Please have your Resident Engineer or other appropriate person put this on some kind of periodic "bring-up" so that these forms are sent to FAA in Seattle when required.

ADO:az
cc: Ed Hardt
E. S. Hunter
Bob Ellison
Bob Bothman
General Files

4-5-77

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
NORTHWEST REGION
FAA BUILDING, BOEING FIELD
SEATTLE, WA 98108

IN REPLY REFER TO
AERONAUTICAL STUDY
NO. 77-ANW-19-OE

# DETERMINATION OF NO HAZARD TO AIR NAVIGATION

| | | | |
|---|---|---|---|
| SPONSOR | Oregon State Highway Division<br>State Highway Building<br>Salem, OR 97310 | CONSTRUCTION LOCATION<br>PLACE NAME<br>Portland, OR | |
| | | LATITUDE<br>N/A | LONGITUDE<br>N/A |
| CONSTRUCTION PROPOSED | DESCRIPTION<br>8-Lane Interstate Freeway (I-205) with bridge crossing the Columbia River. | HEIGHT (IN FEET)<br>ABOVE GROUND<br>(see page two) | ABOVE MSL |

An aeronautical study of the proposed construction described above has been completed under the provisions of Part 77 of the Federal Aviation Regulations. Based on the study it is found that the construction would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the construction would not be a hazard to air navigation provided the following conditions are met:

Conditions: 1. That the portion of the highway and bridge between Latitude 45°33'50"N and 45°36'16"N which exceeds 176' AMSL be obstruction lighted in accordance with FAA Advisory Circular 70/7460-1E, Chapters 4 and 5 (particularly Chapter 5, paragraph h).

2. That luminaires or appurtances affixed to the highway and/or bridge not exceed 30' in height above the roadway surface.

Supplemental notice of construction is required any time the project is abandoned (use the enclosed FAA form), or

( X ) At least 48 hours before the start of construction (use the enclosed FAA form).
( X ) Within five days after the construction reaches its greatest height (use the enclosed FAA form).
( ) Not required.

This determination expires on November 15, 1978 unless:
(a) extended, revised or terminated by the issuing office;
(b) the construction is subject to the licensing authority of the Federal Communications Commission and an application for a construction permit is made to the FCC on or before the above expiration date. In such case the determination expires on the date prescribed by the FCC for completion of construction, or on the date the FCC denies the application.

This determination is subject to review if an interested party files a petition on or before May 5, 1977. In the event a petition for review is filed, it should be submitted in triplicate to the Chief, Airspace Obstruction and Airports Branch, AT-240, Federal Aviation Administration, Washington, D.C. 20590, and contain a full statement of the basis upon which it is made.

This determination becomes final on May 15, 1977 unless a petition for review is timely filed, in which case the determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review.

An account of the study findings, aeronautical objections, if any, registered with the FAA during the study, and the basis for the FAA's decision in this matter will be found on the following page(s).

If the structure is subject to the licensing authority of the FCC, a copy of this determination will be sent to that Agency.

Milton O. Sirois

SIGNED MILTON O. SIROIS TITLE Airspace Specialist

ISSUED IN Seattle, WA ON April 5, 1977

FAA Form 7460-9 (4-71)

An analysis of the proposal revealed that this segment of the proposed highway (I-205) would extend in a generally north/south direction approximately 13,000' east of the Portland International Airport Reference Point. The roadway and luminaires would be approximately 55' AGL (80' MSL) to the south bank of the Columbia River then ascending to an elevation of 226' MSL at the north bank of the river.

The Aeronautical Study disclosed that the highway, as it ascends to top the hills on the north side of the river, would exceed Part 77, Section 77.25 (a)- Horizontal Surface, by 50' as applied to the Portland International Airport. The study also noted that the terrain on the north side of the Columbia River exceeds the horizontal surface by as much as 100'.

The study further disclosed that the proposed highway would not require the raising of any minimum flight altitude of the overlying Federal Airway nor would it require the raising of any existing instrument approach minimum flight altitudes. The study also considered the effect of the proposal upon the planned runway construction on Portland International Airport including what effect the proposal would have upon the Category II Instrument Landing System(s).

The proposed highway would not affect VFR operations; nor would present aeronautical procedures, operations, or traffic patterns need be changed to accommodate the proposal.

The study also considered airport improvement plans on file, and future IFR and VFR operations would not be affected.

Further, the study revealed that the proposed highway and bridge would be conspicuous during daylight hours and, if obstruction lighted during hours of darkness, would have no adverse effect upon Visual Flight Rules (VFR) aeronautical operations.

This determination does not include temporary construction equipment such as cranes, derricks, etc., which may be used during the actual construction phase of this proposal. Such equipment which has a greater height than the proposed structure(s) and a height which would exceed the notice standards of Part 77 of the Federal Aviation Regulations require separate notice. If prior notice for temporary construction equipment is required, an FAA Form 7460-1 needs be completed and forwarded to the office issuing this determination.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
NORTHWEST REGION
FAA BUILDING, BOEING FIELD
SEATTLE, WA 98108

IN REPLY REFER TO
AERONAUTICAL STUDY
NO. 77-ANW-19-OE

# DETERMINATION OF NO HAZARD TO AIR NAVIGATION

| | | CONSTRUCTION LOCATION | |
|---|---|---|---|
| SPONSOR | Oregon State Highway Division<br>State Highway Building<br>Salem, OR 97310 | PLACE NAME<br>Portland, OR | |
| | | LATITUDE<br>N/A | LONGITUDE<br>N/A |
| CONSTRUCTION PROPOSED | DESCRIPTION<br>8-Lane Interstate Freeway (I-205) with bridge crossing the Columbia River. | HEIGHT (IN FEET)<br>ABOVE GROUND<br>(see page two) | ABOVE MSL |

An aeronautical study of the proposed construction described above has been completed under the provisions of Part 77 of the Federal Aviation Regulations. Based on the study it is found that the construction would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the construction would not be a hazard to air navigation provided the following conditions are met:

Conditions: 1. That the portion of the highway and bridge between Latitude 45°33'50"N and 45°36'16"N which exceeds 176' AMSL be obstruction lighted in accordance with FAA Advisory Circular 70/7460-1E, Chapters 4 and 5 (particularly Chapter 5, paragraph h).

2. That luminaires or appurtances affixed to the highway and/or bridge not exceed 30' in height above the roadway surface.

Supplemental notice of construction is required any time the project is abandoned (use the enclosed FAA form), or

( X ) At least 48 hours before the start of construction (use the enclosed FAA form).
( X ) Within five days after the construction reaches its greatest height (use the enclosed FAA form).
( ) Not required.

} Sent to Region 1 addr.

This determination expires on November 15, 1978 unless:
(a) extended, revised or terminated by the issuing office;
(b) the construction is subject to the licensing authority of the Federal Communications Commission and an application for a construction permit is made to the FCC on or before the above expiration date. In such case the determination expires on the date prescribed by the FCC for completion of construction, or on the date the FCC denies the application.

This determination is subject to review if an interested party files a petition on or before May 5, 1977. In the event a petition for review is filed, it should be submitted in triplicate to the Chief, Airspace Obstruction and Airports Branch, AT-240, Federal Aviation Administration, Washington, D.C. 20590, and contain a full statement of the basis upon which it is made.

This determination becomes final on May 15, 1977 unless a petition for review is timely filed, in which case the determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review.

An account of the study findings, aeronautical objections, if any, registered with the FAA during the study, and the basis for the FAA's decision in this matter will be found on the following page(s).

If the structure is subject to the licensing authority of the FCC, a copy of this determination will be sent to that Agency.

Milton O. Sirois

SIGNED MILTON O. SIROIS TITLE Airspace Specialist

ISSUED IN Seattle, WA ON April 5, 1977

FAA Form 7460-9 (4-71) Copies to: Walt Hart, Ed Hunter, Bob Ellison, General Files, Ed Hardt, Bob Bothman


GPO 910-226

An analysis of the proposal revealed that this segment of the proposed highway (I-205) would extend in a generally north/south direction approximately 13,000' east of the Portland International Airport Reference Point. The roadway and luminaires would be approximately 55' AGL (80' MSL) to the south bank of the Columbia River then ascending to an elevation of 226' MSL at the north bank of the river.

The Aeronautical Study disclosed that the highway, as it ascends to top the hills on the north side of the river, would exceed Part 77, Section 77.25 (a)- Horizontal Surface, by 50' as applied to the Portland International Airport. The study also noted that the terrain on the north side of the Columbia River exceeds the horizontal surface by as much as 100'.

The study further disclosed that the proposed highway would not require the raising of any minimum flight altitude of the overlying Federal Airway nor would it require the raising of any existing instrument approach minimum flight altitudes. The study also considered the effect of the proposal upon the planned runway construction on Portland International Airport including what effect the proposal would have upon the Category II Instrument Landing System(s).

The proposed highway would not affect VFR operations; nor would present aeronautical procedures, operations, or traffic patterns need be changed to accommodate the proposal.

The study also considered airport improvement plans on file, and future IFR and VFR operations would not be affected.

Further, the study revealed that the proposed highway and bridge would be conspicuous during daylight hours and, if obstruction lighted during hours of darkness, would have no adverse effect upon Visual Flight Rules (VFR) aeronautical operations.

This determination does not include temporary construction equipment such as cranes, derricks, etc., which may be used during the actual construction phase of this proposal. Such equipment which has a greater height than the proposed structure(s) and a height which would exceed the notice standards of Part 77 of the Federal Aviation Regulations require separate notice. If prior notice for temporary construction equipment is required, an FAA Form 7460-1 needs be completed and forwarded to the office issuing this determination.

**DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION**

# NOTICE OF PROGRESS OF CONSTRUCTION OR ALTERATION

FAA
SUPER

**A "NOTICE"** of the progress is required as indicated (Ref. FAR 77.13). Notice to FAA does not preempt or waive the regulations of any other Government agency.

Form Approved
OMB No. 04-R0139

LOCATION *(City or Town and State)*
Portland, OR

DESCRIPTION OF LOCATION *(Street address, if any)*
Traversway (Interstate Highw
across Columbia River immedi
International Airport

COORDINATES *(Latitude & Longitude)*
N/A ' " | N/A ' "

| | | |
|---|---|---|
| X | Notify FAA at least 48 hours in advance (FAR 77.13 (b)):<br>1A. DATE WORK WILL BE STARTED ▶ | DATE |
| X | 8. ESTIMATED COMPLETION DATE ▶ | DATE |
| X | Notify FAA within 5 days (FAR 77.13 (c)):<br>2A. STRUCTURE REACHED GREATEST HEIGHT ▶ | DATE |
| | B. STRUCTURE HEIGHT AGL Ft. / AMSL Ft. | C. SITE ELEVATION DETERMINED BY: ☐ ACTUAL SURVEY ☐ MAP CONTOUR ☐ OTHER |
| X | 3. STRUCTURE 15– | OBSTRUCTION MARKED: ☐ YES ☐ NO — LIGHTED: ☐ STROBE ☐ RED ☐ NONE |
| | (Transmitting Antennas)<br>4. APPLICATION MADE TO FCC FOR CONSTRUCTION PERMIT ▶ | DATE |
| | 5. STRUCTURE WAS DISMANTLED ▶ | DATE / SIGNATURE |

| | |
|---|---|
| X | 6. PROJECT HAS BEEN |
| | 7. IF OBJECT IS AN A THE FOLLOWING: |
| | CALL SIGN / NA |
| | FREQUENCY / DA |
| | 8. REQUEST DETERM ☐ 6 MONTHS |
| | SUBMITTED BY *(PRINT or* |
| | SIGNATURE |

**INSTRUCTIONS:** For reporting items 1, 4, 5, 6, 7 or 8 remove Part 1 from the form set, complete information requested, and mail. For reporting Items 2 and 3, remove Part 2 from the form set, complete information requested, and mail. Part 3 is provided for your use.

U. S. GOVERNMENT PRINTING OFFICE: 1972—473-027

Original to Region 1
add.

| | | |
|---|---|---|
| ...d the progress is required as indicated (Ref. FAR 77.13). ...Notice to FAA does not preempt or waive the regulations of ...any other Government agency. | Form Approved OMB No. 04-R0139 | AERONAUTICAL STUDY NO. 77-ANW-19-OE |

| | |
|---|---|
| ...e and State) | DESCRIPTION OF LOCATION *(Street address, if any)* Traversway (Interstate Highway I-205) and bridge across Columbia River immediately east of Portland International Airport |
| ...& Longitude) " N/A " " | |

| | | | |
|---|---|---|---|
| ...least 48 hours in ...77.13 (b) ): ...BE STARTED ▶ | DATE | X | 6. PROJECT HAS BEEN ABANDONED ▶ DATE |
| ...LETION DATE ▶ | DATE | | 7. IF OBJECT IS AN ANTENNA REQUIRING AN FCC LICENSE, COMPLETE THE FOLLOWING: |
| ...within 5 days ...c) ): ...HED GREATEST HEIGHT ▶ | DATE | | CALL SIGN / NAME OF FCC PERMITTEE/LICENSEE |
| ...HT ...MSL Ft. | C.SITE ELEVATION DETERMINED BY: ☐ ACTUAL SURVEY ☐ MAP CONTOUR ☐ OTHER | | FREQUENCY / DATE FCC CONSTRUCTION PERMIT ISSUED |
| OBSTRUCTION MARKED: ☐ YES ☐ NO | LIGHTED: ☐ STROBE ☐ RED ☐ NONE | | 8. REQUEST DETERMINATION BE EXTENDED– ☐ 6 MONTHS ☐ 12 MONTHS ☐ 18 MONTHS |
| ...Antennas) ...DE TO FCC FOR ...ERMIT ▶ | DATE | | SUBMITTED BY *(PRINT or TYPE name)* |
| ...DISMANTLED ▶ | DATE | | SIGNATURE / DATE |

| | | |
|---|---|---|
| ...OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION ...ROGRESS OF CONSTRUCTION OR ALTERATION | FAA Form 7460-2 (7-72) SUPERSEDES FAA FORM 117-1 | Part 1 |

...iginal to Region 1

add.

8905

8.

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 7, 1977

FILE:

FROM: A. D. Olson
Preliminary Design Engineer

TO: MEMO TO THE FILES

SUBJECT: F.A.A. Study
Columbia River Bridge
East Portland Freeway
Multnomah County

NOTED
E. S. HUNTER

I received a call from George Williams, F.A.A. in Seattle, (3:20 pm, March 3) in regard to their current investigation of the I-205 Bridge.

He unofficially advised me that their study had been completed and that there was to be a finding of no hazard to air navigation. This is based on 30' high lineal lighting. Mr. Sirois had previously advised me that it had been necessary to lower this from 50' to 30' in order to avoid an extensive restudy.

Williams advised me that it would probably be two weeks or more before we would get official notification since Mr. Sirois is out of town.

After we have official F.A.A. clearance for the bridge it may be that another contact could be made to determine whether the luminaire height is critical for the full length of the structure or only at some critical points.

The delay in processing the study was caused by concern for the effect that the structure might have on the I.L.S. (Instrument Landing System) electronics. This was discussed several years ago, on the plan that filled into the river, and at that time I believe they decided that until the bridge was built that there was no way to predict what effect there might be or what could be done about it.

ADO:az
cc: E. S. Hunter
Walt Hart
Bob Ellison
Bob Bothman

RECEIVED
STATE HWY ENGR
MAR 8 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8705

**MILTON O. SIROIS**
AIRSPACE SPECIALIST
HEADQUARTERS FAA N.W. REGION

**Office**
Federal Aviation Administration
FAA Building, Boeing Field
Seattle, Washington 98108
Tel: (206) 767-2610

**Residence**
32550 - 36th Ave. S.W.
Federal Way, Washington
98003
Tel: (206) 838-0406

\TE HIGHWAY DIVISION
FFICE CORRESPONDENCE

FILE:

Salem, Oregon
ebruary 8, 1977

15

SUBJECT: FAA Study
Columbia River Bridge
East Portland Freeway (I-205)
Multnomah County

FAA NO. - 77-ANW-19-OE

TO: MEMO TO THE FILES

On Thursday, February 3, Bob Ellison and I met Milt Sirois, Airspace Specialist for F.A.A. at his office at Boeing Field in Seattle. This was to discuss their letter indicating that another aeronautical study was required to properly assess the changes that have taken place both in the location and design of I-205 and also the changes in the local airport conditions since the original study in 1968.

920-H

While he agreed that the data we had with us seemed to show that there had been no significant changes in either alignment or profile of I-205 it became obvious that their letter could not be withdrawn and that this would need to be run through the process in order to clear the project.

Mr. Sirois was very helpful in laying out exactly what they would need in order to analyze the situation and fortunately we had the necessary exhibit map prepared before hand so that we could make up a Notice of Proposed Construction or Alteration while we were there. Bob made up explanatory sections on the map and profile while leading Mr. Sirois through the data so that there should be no delays in their understanding the material.

Mr. Sirois was optomistic that this study could be done by "walking it through" their organization before the February 17 advertising date but said that we should go ahead with our advertising, etc., even though we had not gotten clearance on the new study.

I feel that this was a well received visit and that the exchange of information should be invaluable in getting the study processed in as favorable a manner as possible.

RECEIVED
STATE HWY ENGR
FEB 16 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Spn | Act | File

NOTED
E. S. HUNTER

ADO:az
cc: E. S. Hunter
R. N. Bothman
Walt Hart, Region 1

Called Sirois 4:30 2/15/77 - he ordered luminaire heights to 50 feet (as we had told him to do if he had problems) and he expects to have approval at any time.
ADO - 2/15/77

8905

8

FORM 81.734.3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
February 8, 1977

FILE:

FROM: A. D. Olson
Preliminary Design Engineer

TO: MEMO TO THE FILES

SUBJECT: FAA Study
Columbia River Bridge
East Portland Freeway (I-205)
Multnomah County

NOTED
E. S. HUNTER

On Thursday, February 3, Bob Ellison and I met Milt Sirois, Airspace Specialist for F.A.A. at his office at Boeing Field in Seattle. This was to discuss their letter indicating that another aeronautical study was required to properly assess the changes that have taken place both in the location and design of I-205 and also the changes in the local airport conditions since the original study in 1968.

G80-H

While he agreed that the data we had with us seemed to show that there had been no significant changes in either alignment or profile of I-205 it became obvious that their letter could not be withdrawn and that this would need to be run through the process in order to clear the project.

Mr. Sirois was very helpful in laying out exactly what they would need in order to analyze the situation and fortunately we had the necessary exhibit map prepared before hand so that we could make up a Notice of Proposed Construction or Alteration while we were there. Bob made up explanatory sections on the map and profile while leading Mr. Sirois through the data so that there should be no delays in their understanding the material.

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I feel that this was a well received visit and that the exchange of information should be invaluable in getting the study processed in as favorable a manner as possible.

ADO:az
cc: E. S. Hunter
R. N. Bothman
Walt Hart, Region 1

RECEIVED
STATE HWY ENGR
FEB 8 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

NORTHWEST REGION
FAA BUILDING KING COUNTY INT'L AIRPORT
SEATTLE, WASHINGTON 98108

JAN 14 1977

Mr. E. S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Reference: Aeronautical Study No. 72-NW-105-OE; Columbia River Bridge on I-205 Highway adjacent to Portland International Airport

Dear Mr. Hunter:

In response to your request dated December 8, 1976, for a third extension to the referenced study determination, we have again reviewed the proposal. The proposal was originally studied under Study No. SEA-OE-68-145, and a determination of no hazard was issued April 18, 1969. It was studied again under Study No. 72-NW-105-OE, and a determination of no hazard was issued August 7, 1972, with an expiration date of March 13, 1974. Subsequently, at your request, we issued an extension on January 23, 1974, extending our determination until September 15, 1975; and again on August 14, 1975, we issued an extension until September 25, 1977.

A change from the original proposal to add 30' high lineal lighting was incorporated in the 72-NW-105-OE determination. Notification of additional changes was received from you on February 5, 1976; and your last communication of December 8, 1976, indicates several changes in alignment, grade, and height of lighting standards are proposed. Review of data you submitted as changes to the proposal has not enabled us to determine precisely the sum and significance of said changes.

Continuing changes in the aeronautical environment have also occurred. The original realignment of parallel runways at Portland International Airport has been abandoned, new airport proposals have been submitted, etc. Additionally, our authority to extend determinations is limited to cases where no significant changes have occurred since the last determination was issued.

RECEIVED
STATE HWY ENGR
JAN 17 '77
REFER TO
Bridge
FOR
Info | Inves | R/D | R/R | Sign | Act | File

RECEIVED
JAN 17 1977
BRIDGE SECTION

cy Penpin
Wahlstrand

Therefore, and in light of the foregoing, we find as follows:

a. Another extension to the present determination cannot be issued.

b. Another aeronautical study is required to properly assess the present proposals.

Accordingly, please submit a Notice of Proposed Construction or Alteration (FAA Form 7460-1) and supporting charts and diagrams, including graphic depiction of the proposed roadway, on Mount Tabor Oregon-Washington 7.5 Minute Quadrangle Topographical Chart.

Sincerely,

DAVID E. JONES
Chief, Air Traffic Divisi

RECEIVED
JAN 17 1977
BRIDGE SECTION

DO NOT REMOVE CARBONS

Form Approved. O.M.B. No. 004-R0001

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

# NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

**FOR FAA USE ONLY**
AERONAUTICAL STUDY NO.

FAA will either return this form or issue a separate acknowledgement.

A. The proposed structure:
- ☐ Does not require a notice to FAA.
- ☐ Would not exceed any obstruction standard of Part 77 and would not be a hazard to air navigation.
- ☐ Should be obstruction ☐ marked ☐ lighted per FAA Advisory Circular 70/7460-1, Chapter(s)_____
- ☐ Obstruction marking and lighting are not necessary.
- ☐ Requires supplemental action.

Use FAA form aeronautical

B. FCC ☐ was not ☐ is required.

REMARKS:

ISSUING OFFICE:

REVIEWING OFFICER | DATE:

## 1. NATURE OF STRUCTURE (*Complete both A and B below*)

A. (*Check one*)
☐ NEW CONSTRUCTION ☐ ALTERATION

B. (*Check one*)
☐ PERMANENT ☐ TEMPORARY (*State length of time*) _____ *Mos.*

## 2. NAME AND ADDRESS OF INDIVIDUAL, COMPANY, CORPORATION, ETC. PROPOSING THE CONSTRUCTION OR ALTERATION (*Number, Street, City, State and Zip Code*)

TO

## 3. TYPE AND COMPLETE DESCRIPTION OF STRUCTURE

## 4. LOCATION OF STRUCTURE

| A. COORDINATES (*To nearest second*) | | B. NEAREST CITY OR TOWN, AND STATE | |
|---|---|---|---|
| LATITUDE ° ' " | LONGITUDE ° ' " | (1) DISTANCE FROM 4B MILES | (2) DIRECTION FROM 4B |
| | | | |

| C. NAME OF NEAREST AIRPORT, HELIPORT, OR SEAPLANE BASE | (1) DISTANCE FROM NEAREST POINT OF NEAREST RUNWAY | (2) DIRECTION FROM AIRPORT |
|---|---|---|
| | | |

D. *DESCRIPTION OF LOCATION OF SITE WITH RESPECT TO HIGHWAYS, STREETS, AIRPORTS, PROMINENT TERRAIN FEATURES, EXISTING STRUCTURES, ETC. (Attach a highway, street, or any other appropriate map or scaled drawing showing the relationship of construction site to nearest airport(s). If more space is required, continue on a separate sheet of paper and attach to this notice.)*

## 5. HEIGHT AND ELEVATION (*Complete A, B and C to the nearest foot*)

| | |
|---|---|
| A. ELEVATION OF SITE ABOVE MEAN SEA LEVEL | |
| B. HEIGHT OF STRUCTURE INCLUDING APPURTENANCES AND LIGHTING (*if any*) ABOVE GROUND, OR WATER IF SO SITUATED | |
| C. OVERALL HEIGHT ABOVE MEAN SEA LEVEL (*A+B*) | |

## 6. WORK SCHEDULE DATES

A. WILL START

B. WILL COMPLETE

## 7. OBSTRUCTION MARKED AND/OR LIGHTED IN ACCORDANCE WITH CURRENT FAA ADVISORY CIRCULAR 70/7460-1, OBSTRUCTION MARKING AND LIGHTING

| | YES | NO |
|---|---|---|
| A. MARKED | | |
| B. AVIATION RED OBSTRUCTION LIGHTS | | |
| C. HIGH INTENSITY WHITE OBSTRUCTION LIGHTS | | |
| D. DUAL LIGHTING SYSTEM | | |

I HEREBY CERTIFY that all of the above statements made by me are true, complete, and correct to the best of my knowledge.

| 8. NAME AND TITLE OF PERSON FILING THIS NOTICE (*Type or Print*) | 9. SIGNATURE (*In ink*) | |
|---|---|---|
| | 10. DATE OF SIGNATURE | 11. TELEPHONE NO. (*Precede with area code*) |

Persons who knowingly and willfully fail to comply with the provisions of the Federal Aviation Regulations Part 77 are liable to a fine of $500 for the first offense, with increased Penalties thereafter as provided by Section 902(a) of the Federal Aviation Act of 1958 as amended.

**FAA Form 7460-1** (11-72) SUPERSEDES PREVIOUS EDITION

DO NOT REMOVE CARBONS

8905

December 8, 1976

Mr. David Jones, Chief
Air Traffic Division, ANW 500
Federal Aviation Administration
Regional Office, Boeing Office
Seattle, Washington 98001

Dear Sir:

Determination of No Hazard to Air Navigation
Aeronautical Study No. 72-NW-105-OE
Columbia River Bridge
Interstate Highway 205
Bridges No. 9555 and 16188

As a result of Aeronautical Study No. 72-NW-105-OE, on August 7, 1972, a determination of no hazard to air traffic was issued for the eight-lane Interstate Freeway (I-205) bridge crossing the Columbia River.

The expiration date of the original determination has been extended to September 25, 1977. The determination indicates a further extension may be granted by the issuing office.

Due to various unforeseen circumstances, construction of this project has not begun. It is presently anticipated that construction will not begin until the second quarter of 1977. The structure will be completed approximately mid-1982.

It is hereby requested that the expiration date of the determination be extended to the presently anticipated completion date of July 31, 1982.

Our present plan is for a 50-foot height for roadway lighting. This would be lowered if necessitated by a future expansion or extension of Portland International Airport's runways.

Several changes in alignment and grade line have been made since our original request, so we are enclosing two prints each of the latest plan and profiles of the subject bridge.

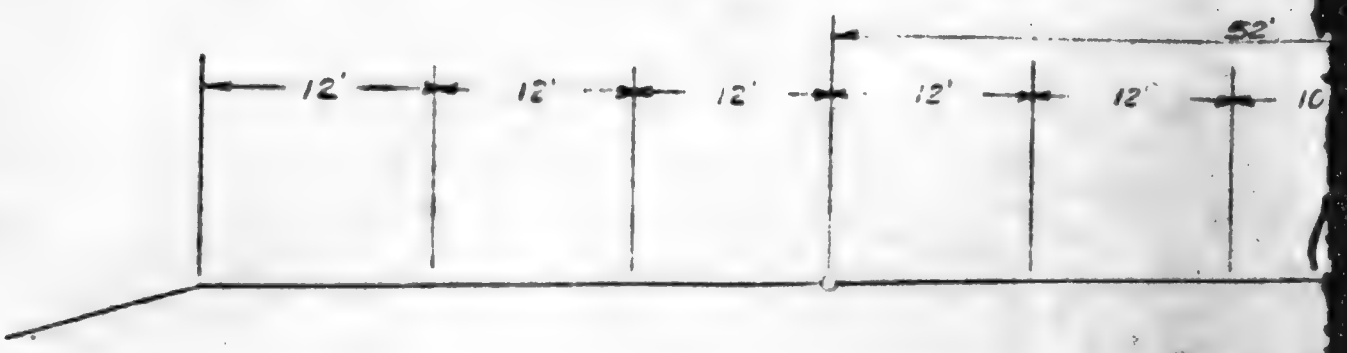
Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Enc.

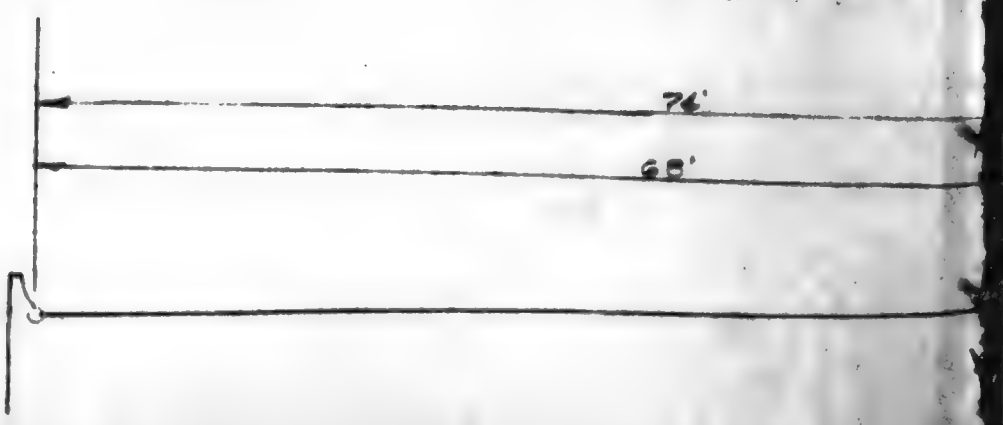
bc H. S. Coulter
Frank Terpin
R. W. Ellison
Walt Hart
P. M. Oakley

PMO:dh ja

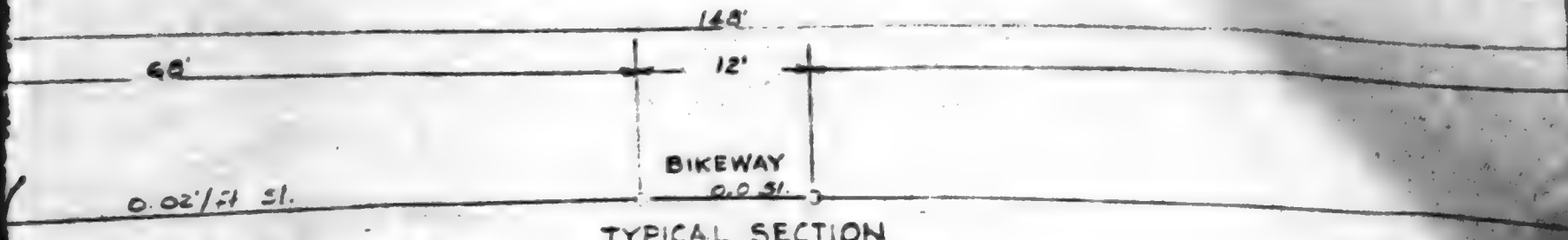


CO

Sc



TYPICAL SECTION
VICINITY OF
OREGON STA. 140+00



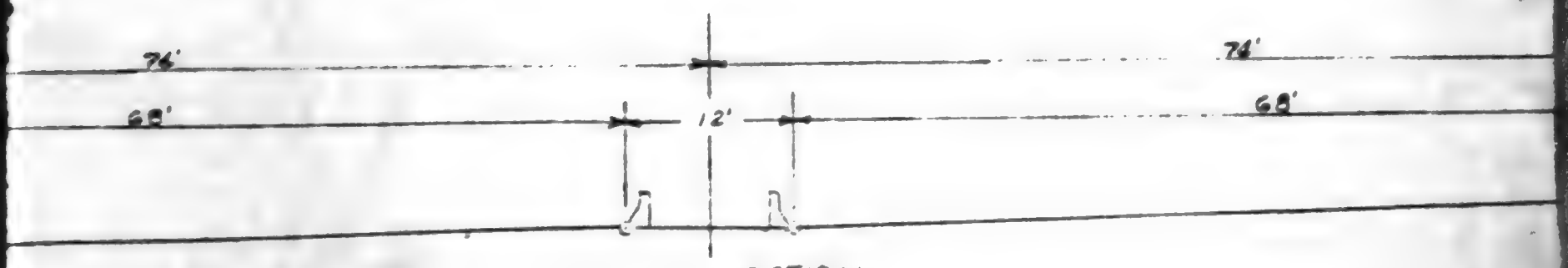

TYPICAL SECTION
VICINITY OF OREGON STA. 60+00 (TANGENT)

# I-205
## PROFILE (ALTERNATE TO [illegible] Locations)
## COLUMBIA RIVER CROSSING
12' MEDIAN

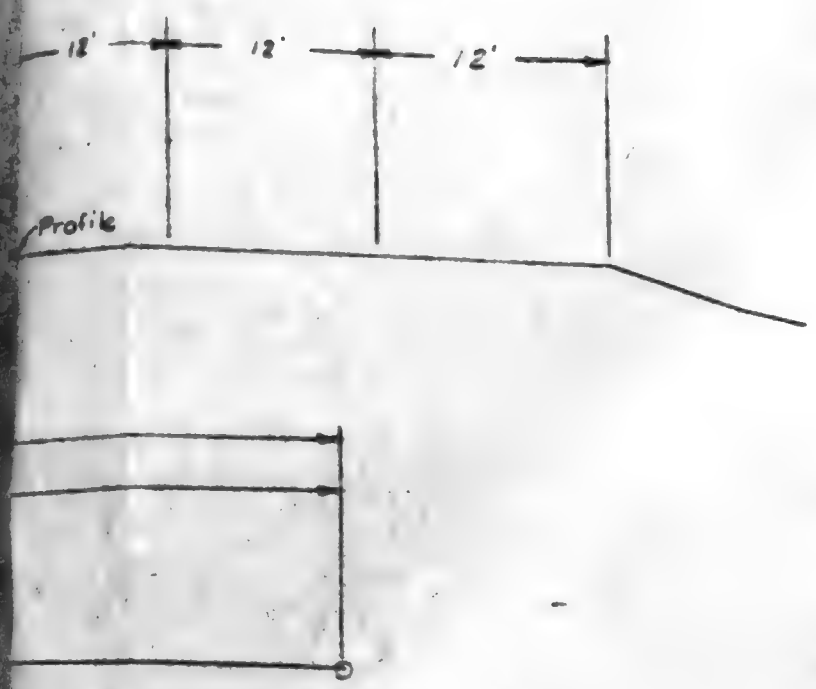
SCALE: 1" = 20' VERT.
1" = 200 HOR.

DATE: OCT. 1973
BY: R.L.P.

REVISED: NOV. 28, 1973 (Raised 8' o
BY - MK
Dec. 7 - Change

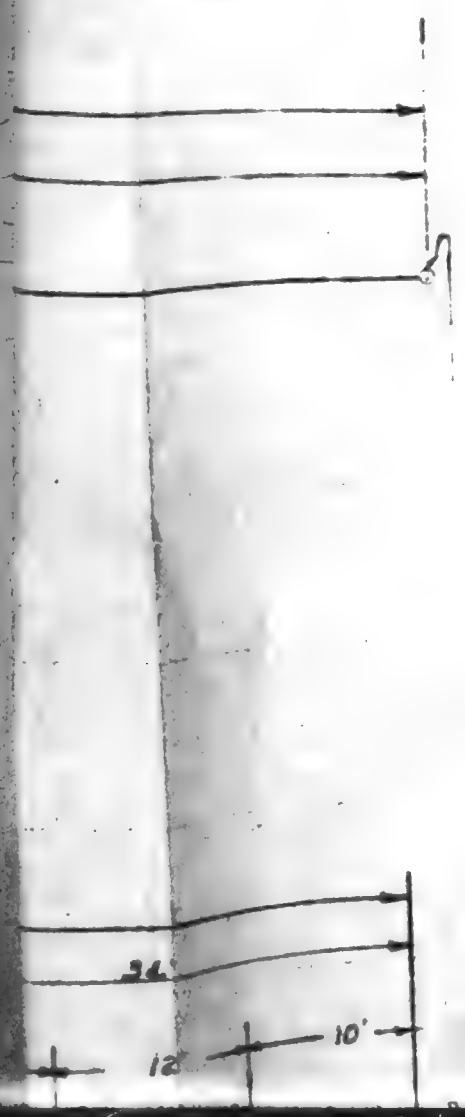



TYPICAL SECTION
0° 30' CURVE LT.
0.02'/ft Super






Raised 3' over Nav. channel)
-Changed Nav. channel Alignment



Twisted Oak Hwy

1200' VC

135+50 PI El. 195.18 (Tangent) PI Elev 196.66 (d)

9.00% -3.00%

240

220

200

180

160

140

120

100

80

60

40

Lewis & Clark Hwy

PI 74+21 127100 Elev 192.53

500' VC

192.41

192.59

50

80

100

120

140

160

180

200

500' VC

PI 74+81 24+25 Elev 192.60

1200' V.C.

PI 74'Lt. 34+25 El. 186.77

E = 182.85

P.I. 74'Rt. 34+25 El. 189.49

34+93.38 P.O.C. 74'Lt.

35+48.71 P.O.C. 74'Lt.

D = 180.89

NAVIGATION CHANNEL

300'

New alignment (From Corps of Engrs. Nov. 1979)

For Latest Clearance see Bridge Section (Nov. 1975)

37+28.43 P.O.C. 74'Lt.

C = 177.26

39+10.02 P.O.C. 74'Lt.

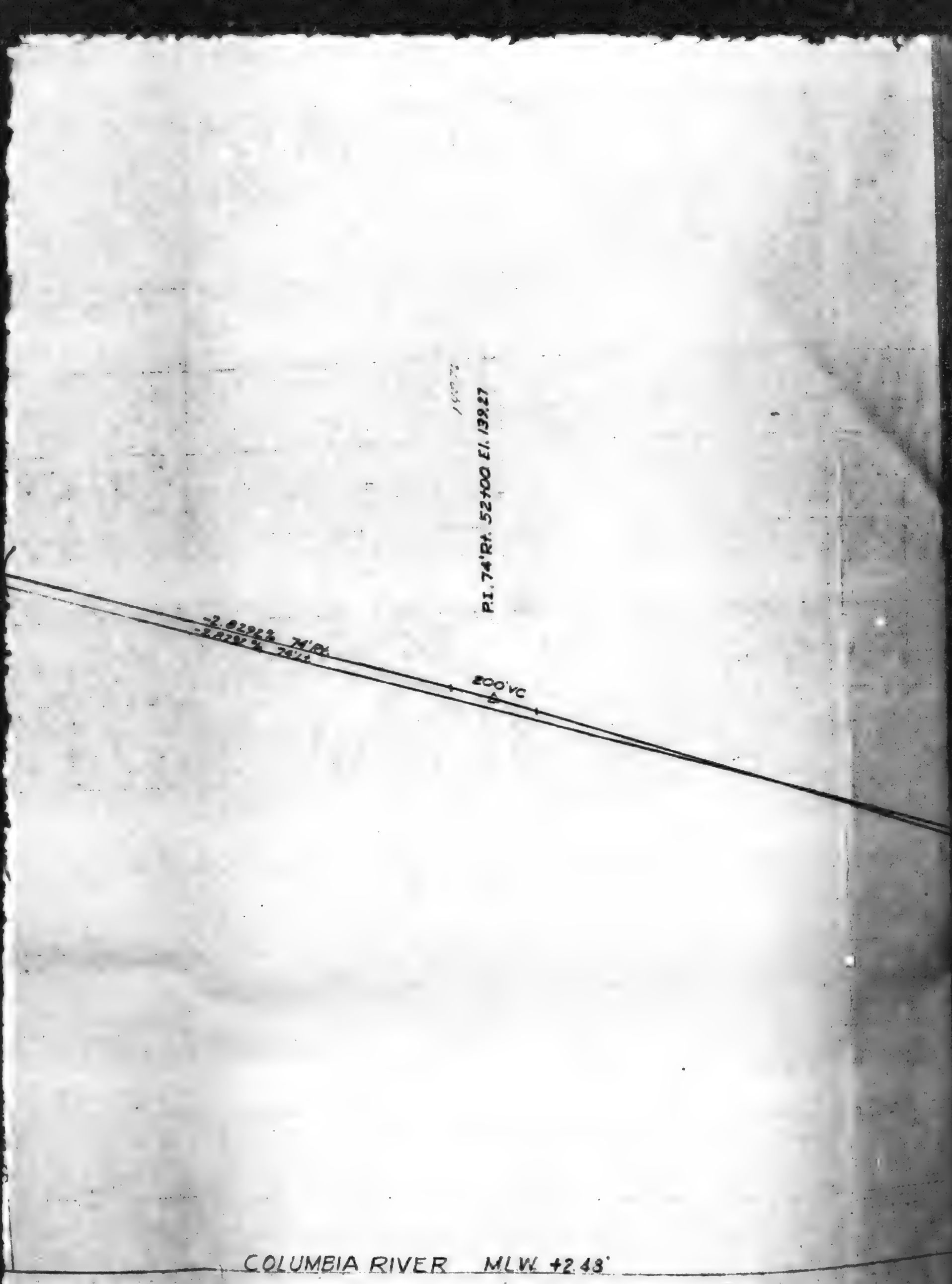
144' Clearance

B = 172.91

39+82.11 P.O.C. 74'Lt.

A = 170.80

U.S. ROUTE 1


P.I. 74'RT. 52+00 El. 139.27
-2.02924 74'RT.
-2.8292 % 74'LT.
200'VC
COLUMBIA RIVER MLW +2.43'

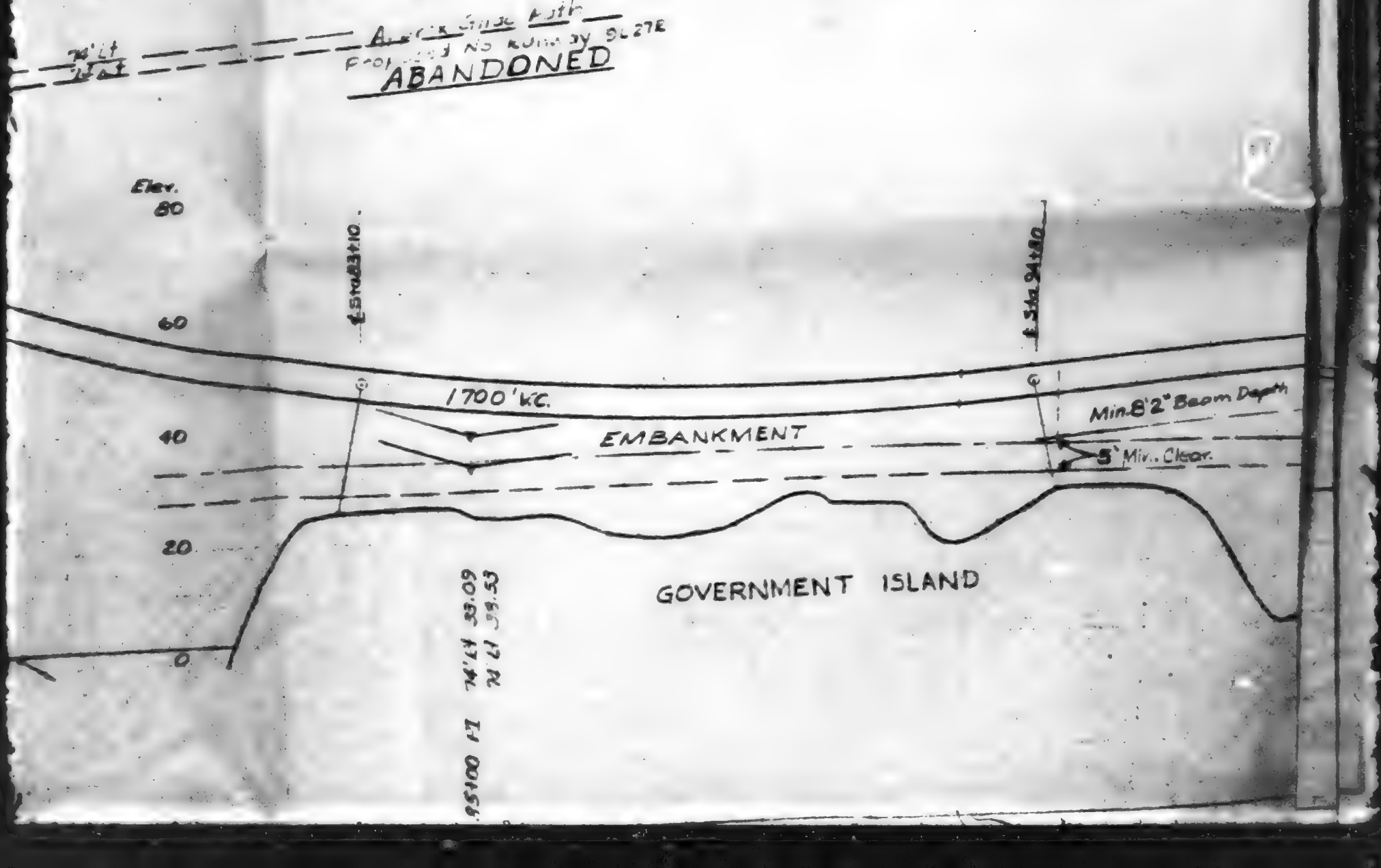
PI 74' Lt. 73+00 El. 77.14

25+31.12 POC 72' Rt
76+34.93 POC ℄
76+77.44 POC 74' Lt.

101.2
102.9
104.6

74' Lt.

Elev. 80


ABANDONED
Elev.
80
60
40
20
0
1700' K.C.
EMBANKMENT
Min. 8'2" Beam Depth
5' Min. Clear.
GOVERNMENT ISLAND

74' Ht 62.96'
78' Lt 67.78'

Approx. Glide Path Existing No. Runway

115'H00 FT 800'VC

120

Approx Glide Path 2000' No Runway Extension

Approx Glide Path 2500' No Runway Extension

Based on
Present Runway Elev. 250'

80

622

800 FT

+0.975 76' Lt.

+0.975 76' Rt.

Min. 82' Beam
Depth

40

(EXTREME H.W 21.0 (1949)

100 Yr Flood 28.7 (374) C.O.E.

Use this elev.- per
Phil O.- Bridge Sec.
8-14-'74 MK

20

0

SOUTH

CHANNEL

Min. 48' CLEARANCE

ALIGNMENT TRANSITION

N.B. 0°54' CR.
L= 1972.81'

S.B 1°06' CR.
L= 1972.79'

SB 135+45.28 PT

PI 100 NB El 47.29

-1.3/2 %

-1.00%

-1.00%

60

40

-1.00%

-1.00%

Min. 82'
Beam Depth

TOP OF DIKE El 49.0±

49 SB 74'X1 El 52.63 - 40' R1 El 54.08
.68 .01

Min. 2'

CHANNEL

Min. 48' CLEARANCE

EXISTING BOTTOM

SB 124+71.49 PCC
L 124+71.49 POC (40' RH

NB 124+17.13 PCC
L 124+17.13 POC (40' LH)

+17.19 NB 74'1 El 58.66 - 40'1 57.29

Runway Extension

Runway Extension

ed on
ent Runway Elev. 250'

115+00 PI 800'VC

74' El 62.54'
74' L1 67.73'

Beam
Depth

800'VC

S.B. 138+93.20 P.O.T.

N.B. 139+12.26 P.O.T.

E EQUATION

N.B. EQUATION

L 139+02.66 P.T.

L 139+02.66 P.T.

El. 39.31

El. 39.45

300' VCS

+0.266

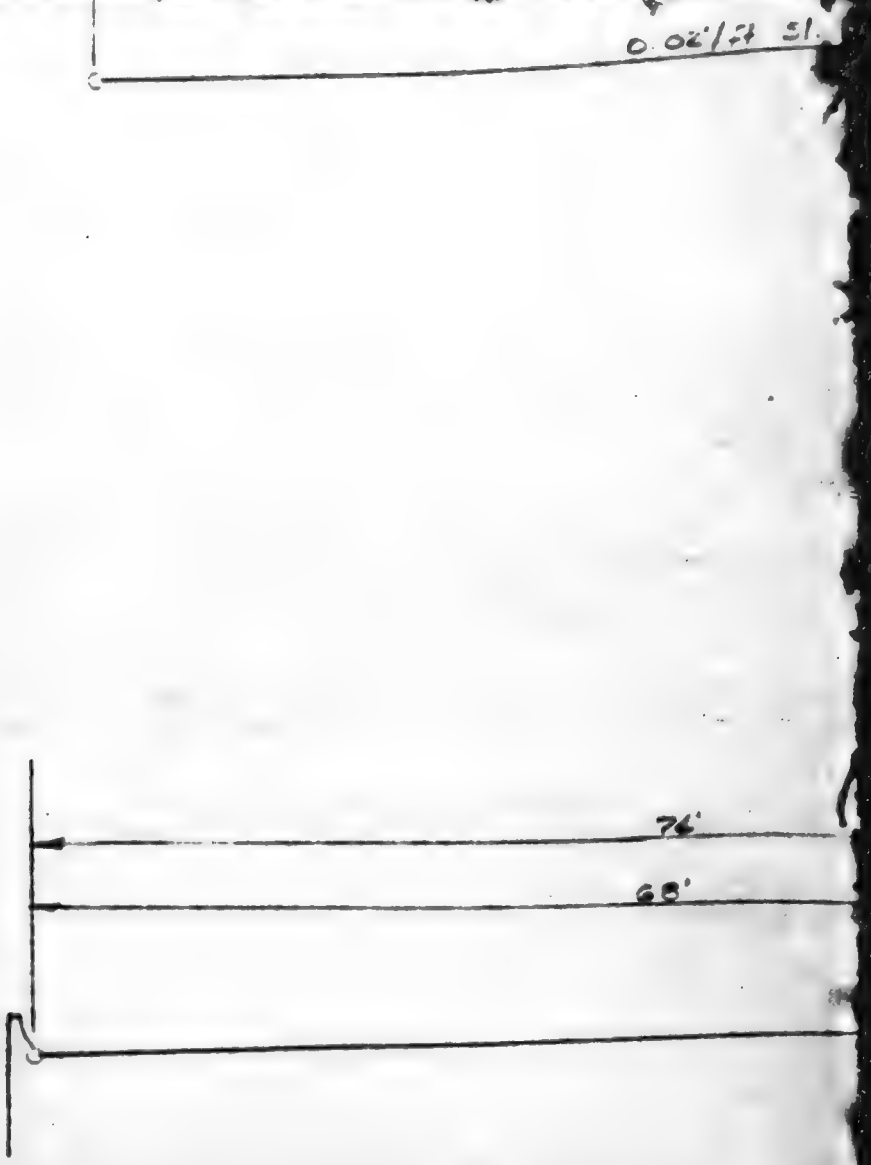
LI ℄ RI El 41.05

100 18' LI ℄ RI El 41.78

S.B. 138+93.70 P.O.T. =
L 139+02.66 P.T. (52' RT)

N.B. 137+89.34 P.T.

N.B. 139+12.26 POT =
L 139+02.66 P.T. (52' LT)




10BB119

0.02'/ft SL.

BIKEWAY
0.02 SL.

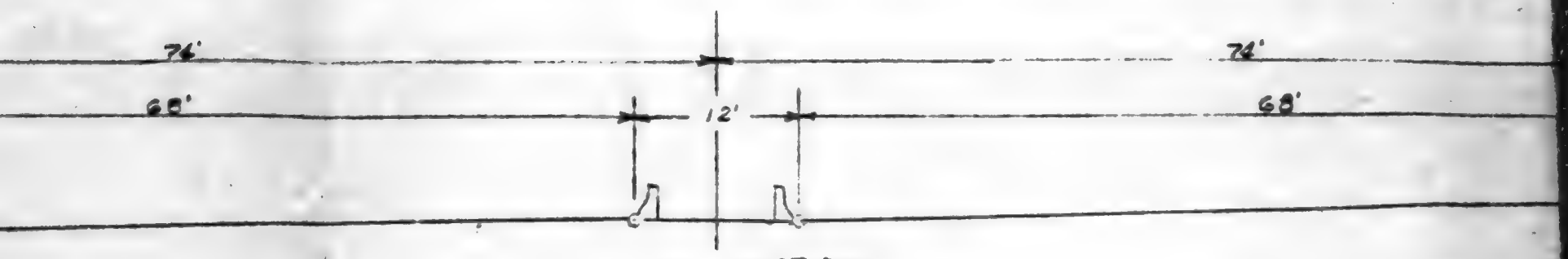
TYPICAL SECTION
VICINITY OF OREGON STA. 60+00 (TANGENT)

# I-205
## PROFILE (ACCEPT TO S & F ENGR. - Consultants)
## COLUMBIA RIVER CROSSING
12' MEDIAN

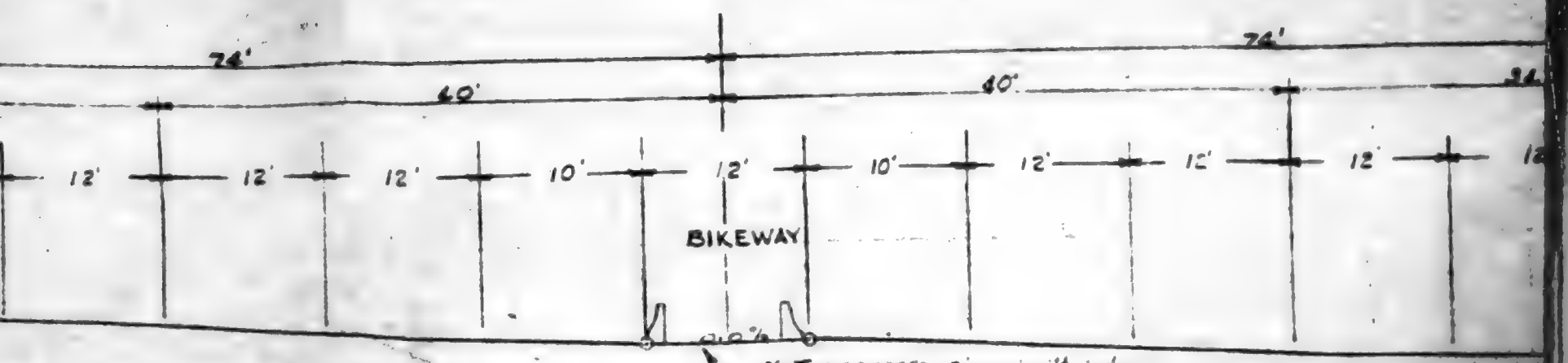
SCALE: 1" = 20' VERT.
1" = 200 HOR.

DATE: OCT. 1973
BY: RLP

REVISED NOV. 28, 1973 (Raised 8' c
BY - MK Dec. 7 - Change




TYPICAL SECTION
0° 30' CURVE LT.
0.02'/ft Super




TYPICAL SECTION
1° 00' CURVE RT
0.04'/ft Super

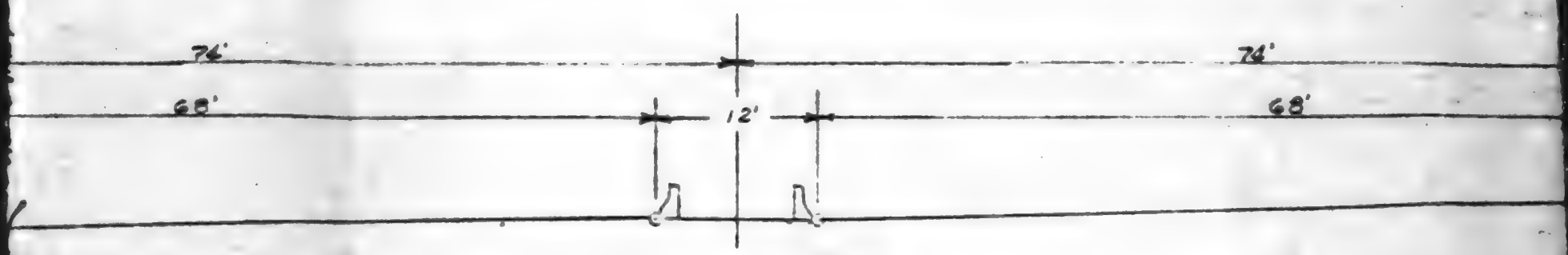
0.02'/ft Sl.

BIKEWAY
0.0 Sl.

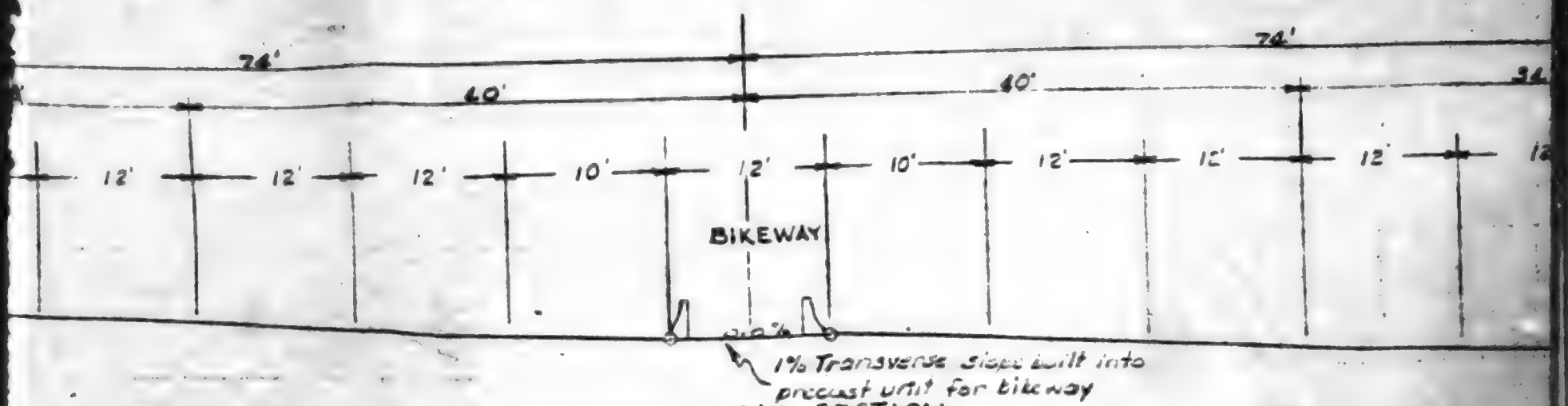
TYPICAL SECTION
VICINITY OF OREGON STA. 60+00 (TANGENT)

# I-205
## PROFILE (ACCEPT TO S & F [illegible] Consultants)
## COLUMBIA RIVER CROSSING
12' MEDIAN

SCALE: 1" = 20' VERT. DATE: OCT. 1973 REVISED NOV. 28, 1973 (Raised 8' c
1" = 200 HOR. BY: R.L.P. BY - MK Dec. 7 - Change

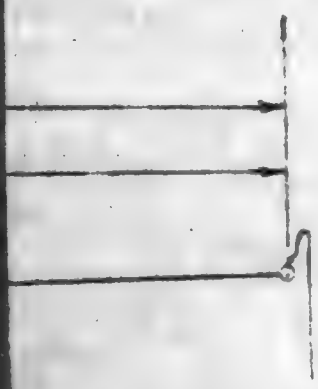


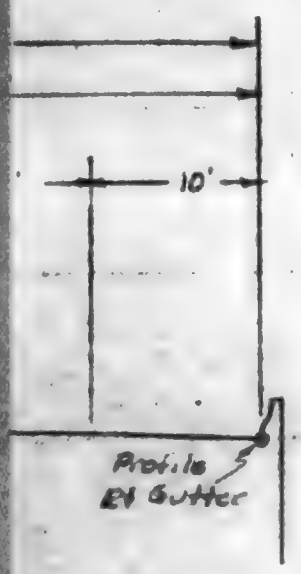

TYPICAL SECTION
0° 30' CURVE LT.
0.02'/ft Super




TYPICAL SECTION
1° 00' CURVE RT
0.04'/ft Super

...ver Nav. channel)
...d Nav. channel Alignment





200

180

160

140

120

100

80

60

40

20

0

170

150

130

PI 76E1 12+00 Elev 1923.3

Lewis & Clark Hwy

195+50 PI El. 195.18 (Natural)

PI E

1200' VC

S 41°57'05" E 10

N 4°55' W (Wash

130

140

S 4°57' 09" E (Oregon)
N 4° 58' W (Washington)

180

Lewis & Clark Hwy

PI 14°21' 12700 Elev 192.59

500' VC

-0.008%

+3.372%

190.41

192.59

120+21.59 POT BK Washington

EQUATION

0 20 40 60 80 100 120 140 160 180 200

22+59.34 PC AH Oregon
Evergreen Hwy

S P & S Railroad

PI 14°21'

50' VC

PI 74'

5128%
5123%

1200'VC

PI 74'L 34+25 El. 186.77 E. 182.85 D. 180.82 C. 177.26 B. 172.96 A. 170.00

-2.0294% 74'L
-2.8292% 74'L

For Latest Clearance
see Bridge Section drawings
(Nov. 1975)

144' Clearance

300'

NAVIGATION CHANNEL

New alignment
(From Corps of Engrs)
Nov. 1979

34+93.38 P.O.C. 74'L

35+49.71 P.O.C. 74'L

37+28.43 P.O.C. 74'L

39+10.02 P.O.C. 74'L

39+89.11 P.O.C. 74'L

COLUMBIA RIV

0'90' C.L.

30

40

P.I. 74'Rt. 52+00 El. 139.27

-2.82923 M'Rt.
-2.829 % 74'Lt.

200' VC

COLUMBIA RIVER MLW +2.43'

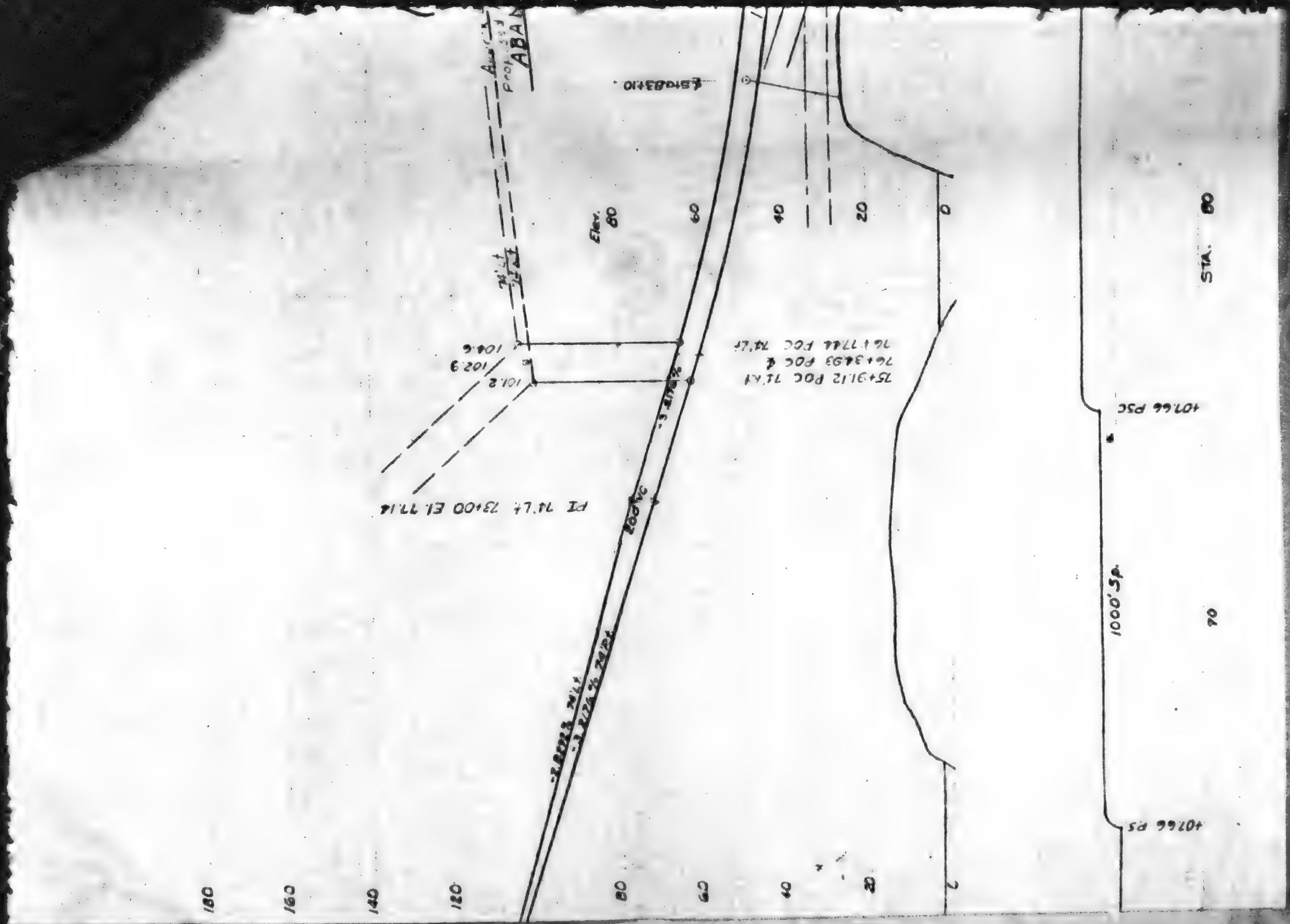
S 22° 04' 00" E

+02.25 PT.

0°30' C.L.

50

60


ABAN
Elev.
60
60
40
20
0
STA. 80
107.66 PSC
1000' Sp.
70
107.66 PS
180
160
140
120
80
60
40
20
2
PI 74.74 73+00 El 771.14
76+177.44 POC 74.74
76+348.93 POC ℄
75+911.12 POC 71.41
104.6
102.9
101.2

Right
Left — — —

74' Lt 62.34'
74' Rt 67.79'

Approx. Glide Path Existing No. Runway

115100 Ft 300'VC

120

Approx Glide Path 2000' No Runway Extension

Approx Glide Path 2500' No Runway Extension

Based on
Present Runway Elev. 22.0'

80

6.22

800 VC

-1.00

+0.975 76' Lt.

+0.975 76' Rt.

Min. 82' Beam
Depth

40

(EXTREME H.W 34.0 (1943)

100 Yr Flood 28.7 (374) C.O.E.

We this elev.-per
Phil O.-Bridge Sec.
8-14-74 MK

20

0

SOUTH

CHANNEL

150' CHANNEL WIDTH
Min. 48' CLEARANCE

℄ SMALL BOAT CHANNEL

114+47

100

110

120

N.B 0°54' C.R.
L= 1372.81'

NB 124+17.13 PCC
L 124+17.13 POC (40'LT)

S.B 1°06' C.R.
L= 1075.73'

No. Runway

SB 124+71.49 PCC
L 124+71.49 POC (40'RT)

S.B 135+45.28 PT.

ALIGNMENT TRANSITION

-1.00%

Min. 82" Beam Depth

Min. 2'5

CHANNEL

+20 TOP OF DIKE EL 49.0

CHANNEL

120

130

60

40

139+02.66 PT

S.B. 138+93.70 P.O.T.

N.B. 139+12.26 P.O.T.

EQUATION

EQUATION

L 139+02.66 P.T.

L 139+02.66 P.T.

PI S.B. 139+50 EI 39.31-
PI N.B. 140+00 EI 39.45
.44

300' V.C.'s

+ 0.266% GRADE

S.B. 138+93.70 P.O.T. =
L 139+02.66 PT. (52' RT)

N.B. 139+12.26 POT =
L 139+02.66 PT (52' LT)

N.B. 137+89.94 P.T.

S 43° 22' W

N 46° 00' W

S 44° 22' W

+00 52' LT & RT EI 41.05
.04

100 18' LT & RT EI 41.78
.72

150

100

50

0

20

40

60

-1.58%

PI. 169+75 N 11+64 E1 45.03

170

60

40

20

0

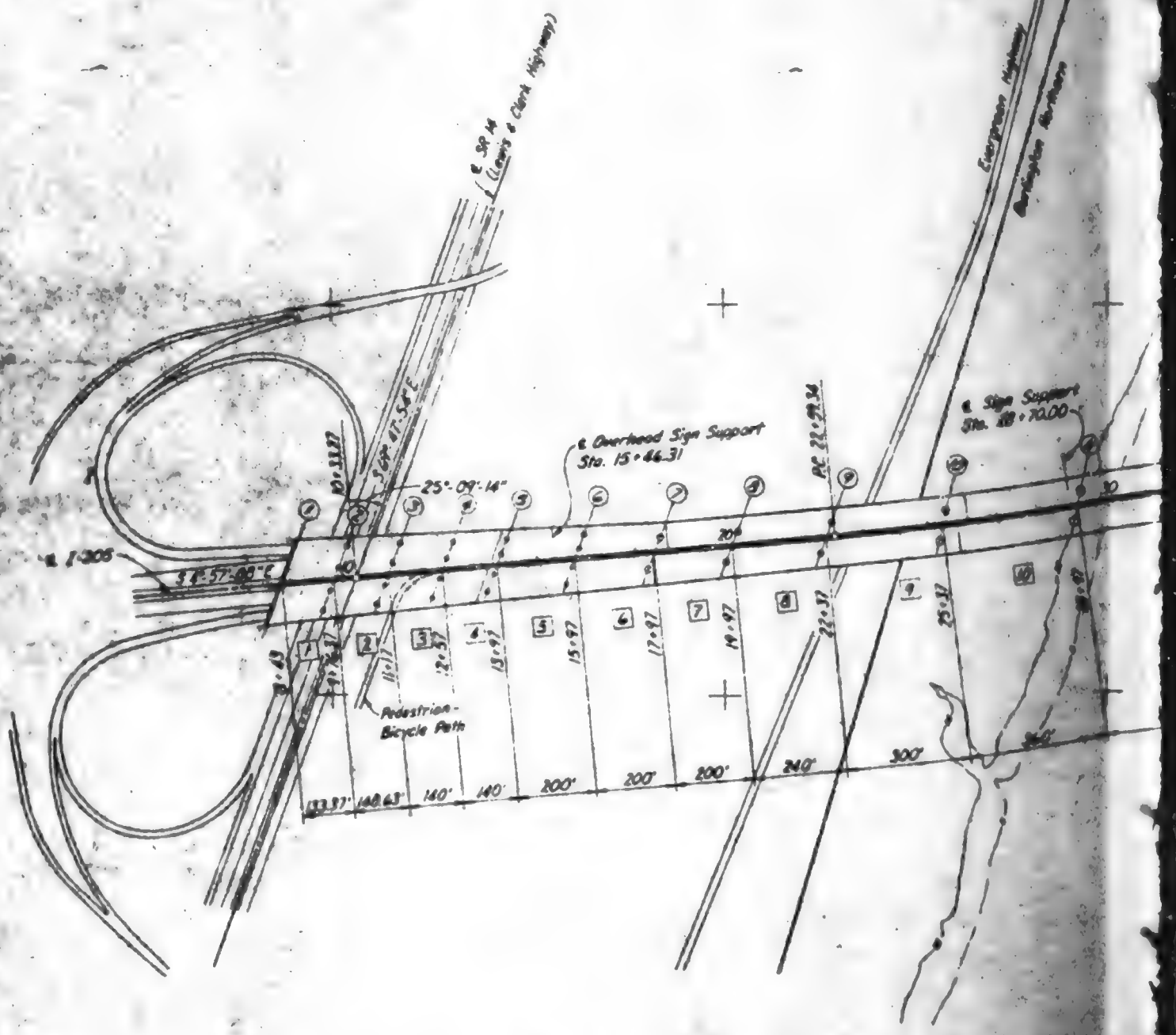
+0.2663% 15' LT & RT

100

| SPAN | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 25 |
|---|---|---|---|---|---|---|---|---|---|
| HORIZ. CL. | 302' | 279' | 278' | 267' | 253' | 234' | 214' | 217' | 196' |
| VERT. CL. | 133' | 125' | 116' | 108' | 96' | 88' | 80' | 71' | 35' |

NOTE:
Horizontal clearances are measured normal to pier ℄.
Vertical clearances are measured from Mean Low Water Elev. 2.68 (U.S.C. & G.S. Datum).

| SPAN 12 | VERT. CL. |
|---|---|
| POINT A | 137' |
| B | 145' |
| C | 155' |
| D | 157' |
| E | 153' |



| CENT. CL. |
|---|
| 137' |
| 145' |
| 150' |
| 157' |
| 153' |

**17°-30' Curve**

Δ = 17°-06'-52"
R = 1724.29'
L = 3422.91'
P.I. Sta = 39 + 83.63
N 710,001.87
E 1,675,555.65

**1800' Spiral**

S = 5°-00'
A = 81

Burlington Northern

Green Highway

L.E. Main Channel

Columbia River Main Channel

Expansion Joint (Typ.)

Sign Support Sta. 41 + 92.00

Sign Support 39 + 70.00

WASH OUT

210'

210'

340'

300'

330'

360'

480'

600'

1000' Spiral

S = 5°-60'
a = 0.1

1° Curve

Ta = 66°-27'-00"
Tm = 4251.59'
Tb2 = 4010.02'
Lmc = 5895.00'
P.I. Sta. 107+59.25
N 703,698.40
E 1478,410.80

500' Spiral

S = 2°-30'
a = 0.2

P.S.C. 75+02.66

P.S.C. 83+65.01

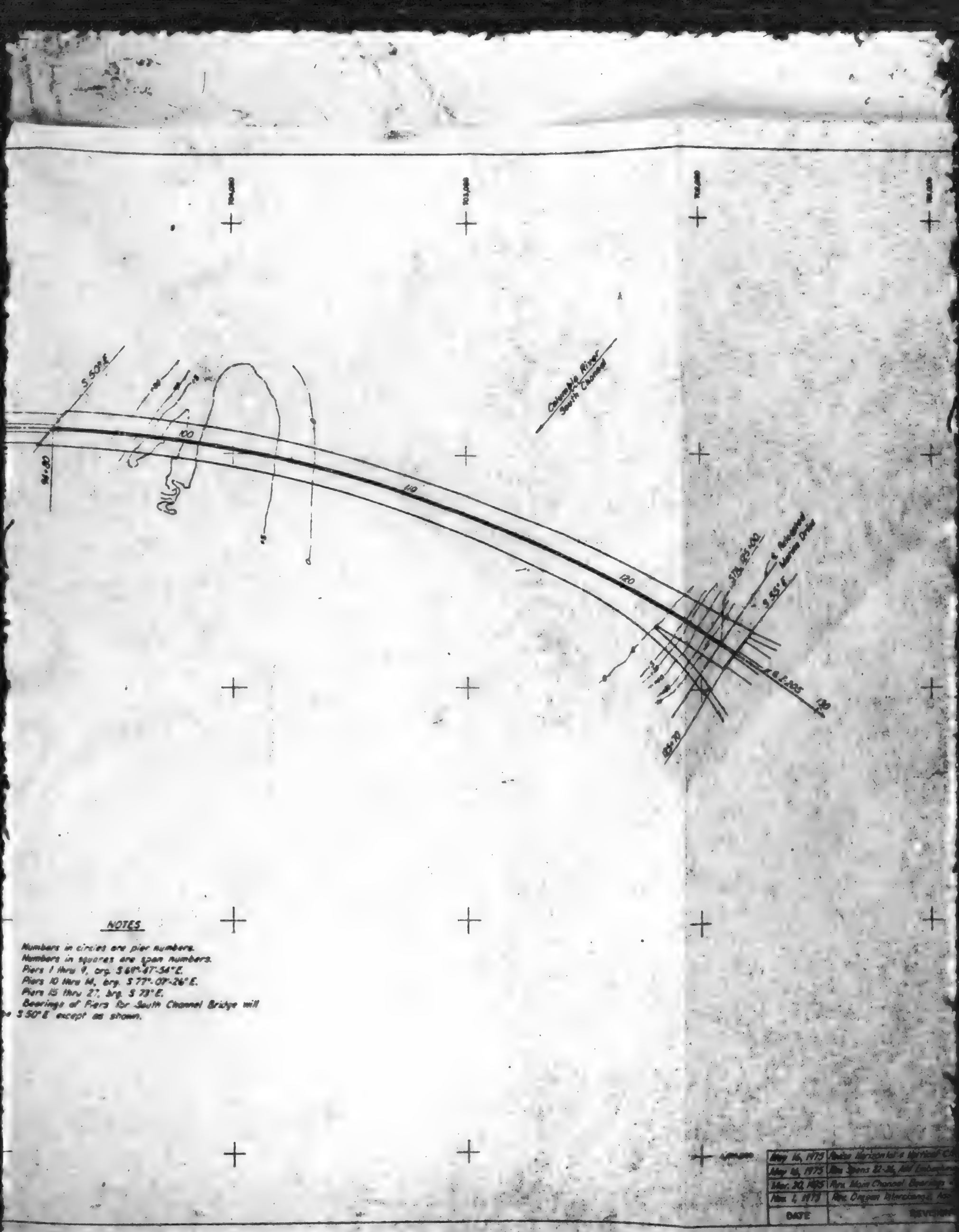
S 50° E

N 60

S 22°-04'-00" E

NOTES

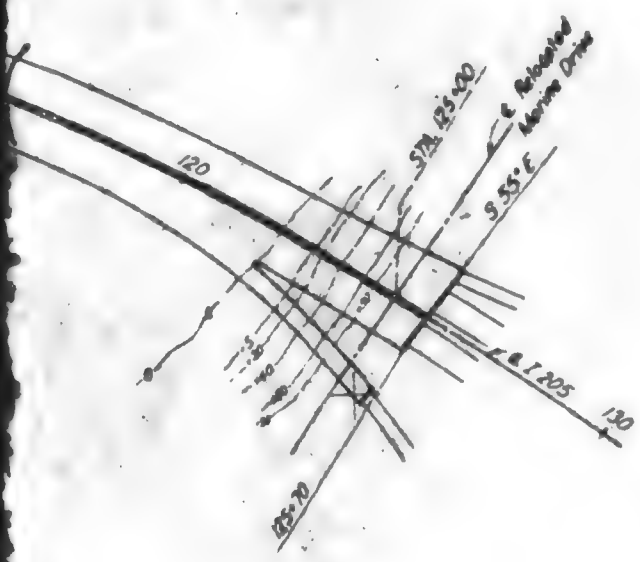
Numbers in circles are pier numb
Numbers in squares are span nu
Piers 1 thru 9, brg. S 69°-47-54" E
Piers 10 thru 14, brg. S 77°-09'-2
Piers 15 thru 27, brg. S 73° E.
Bearings of Piers for South Ch
to S 50° E except as shown.




NOTES

Numbers in circles are pier numbers.
Numbers in squares are span numbers.
Piers 1 thru 9, brg. S 69°-47'-54" E.
Piers 10 thru 14, brg. S 77°-07'-26" E.
Piers 15 thru 27, brg. S 73° E.
Bearings of Piers for South Channel Bridge will
S 50° E except as shown.

| DATE | REVISION |
| --- | --- |
| May 16, 1975 | Revise Horizontal & Vertical Cu |
| May 16, 1975 | Rev. Spans 22-26, Add Embankme |
| Mar. 20, 1975 | Rev. Main Channel Bearings |
| Nov. 1, 1973 | Rev. Oregon Interchange & Acc |




| DATE | REVISION |
|---|---|
| May 16, 1975 | Revise Horizontal & Vertical Clearances |
| May 16, 1975 | Rev. Spans 27-28, Add Embankment on Hayden Island |
| Mar. 20, 1975 | Rev. Main Channel Bearings & Clearances |
| Nov. 1, 1973 | Rev. Oregon Interchange, Add Bicycle Path |

DIRECTORATE TO LETTER DATED MAY 21 1975 FROM [illegible] AND ASSOCIATES 115

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

# I-205
# COLUMBIA RIVER BRIDGE
# NO. 05558

AUGUST, 1973 SCALE: 1"=800'

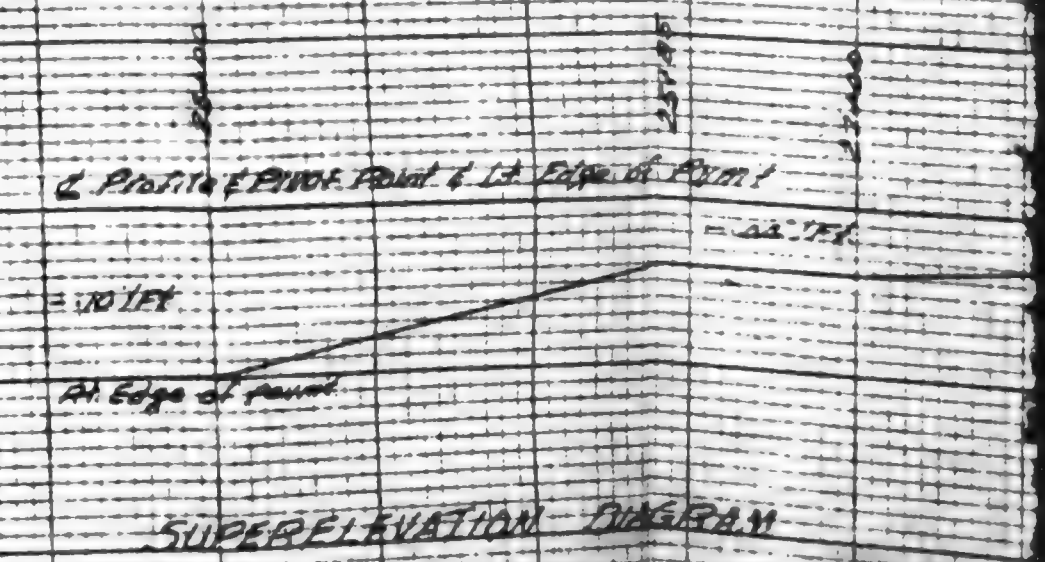
210

200

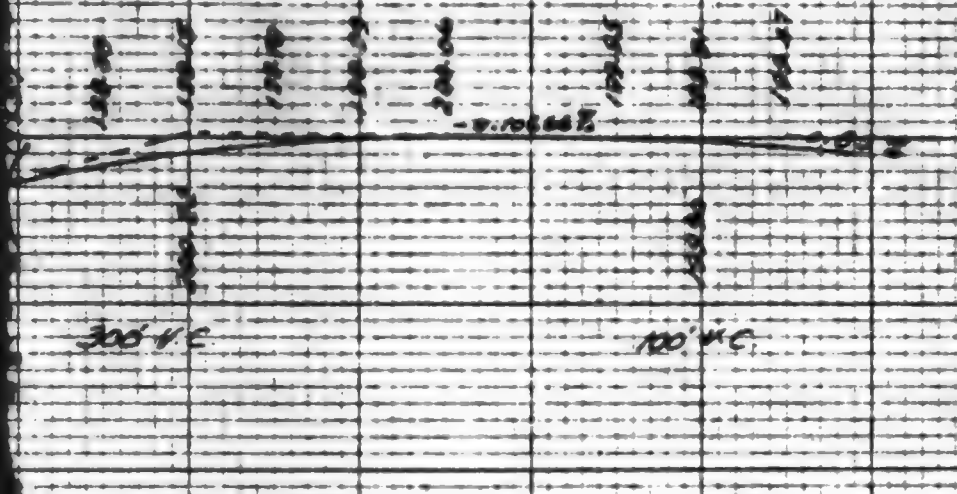
190

23+00 24+00 25+00 26+00 27+00 28+

PROFILE E.S LINE

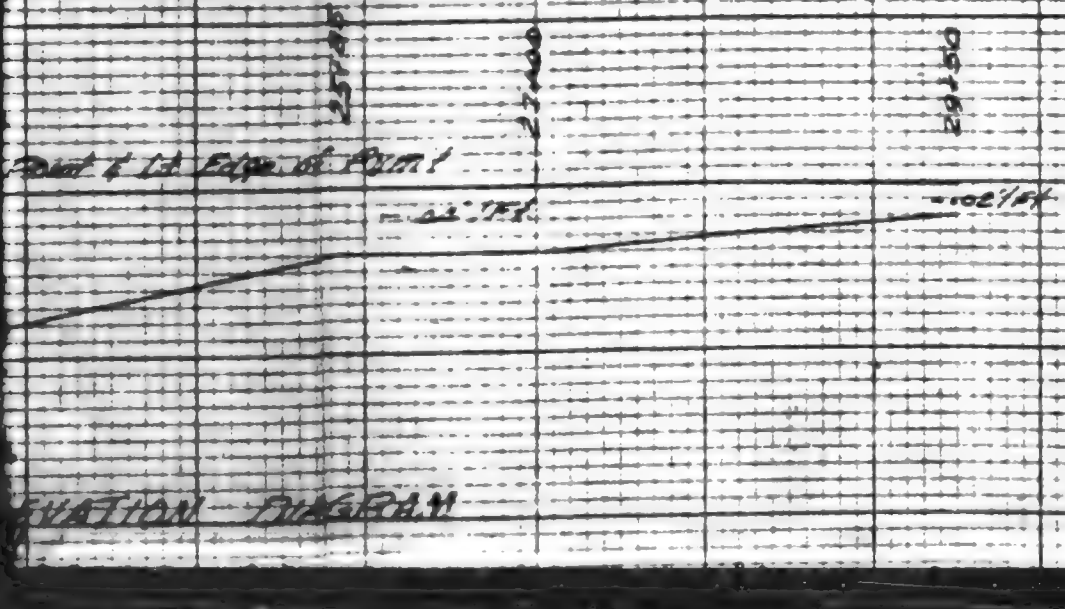



SUPERELEVATION DIAGRAM




23+00 24+00 25+00 26+00 27+00 28+00 29+00

E.5 LINE




VATION DIAGRAM

220

210

200

190

1140.00 1170.00 1180.00 1192.00

120+00 121+00 122+00 123+00 124+00 125+00 126+00 127+00 128+00 129+00 130+00

PROFILE L-

WEST CURB

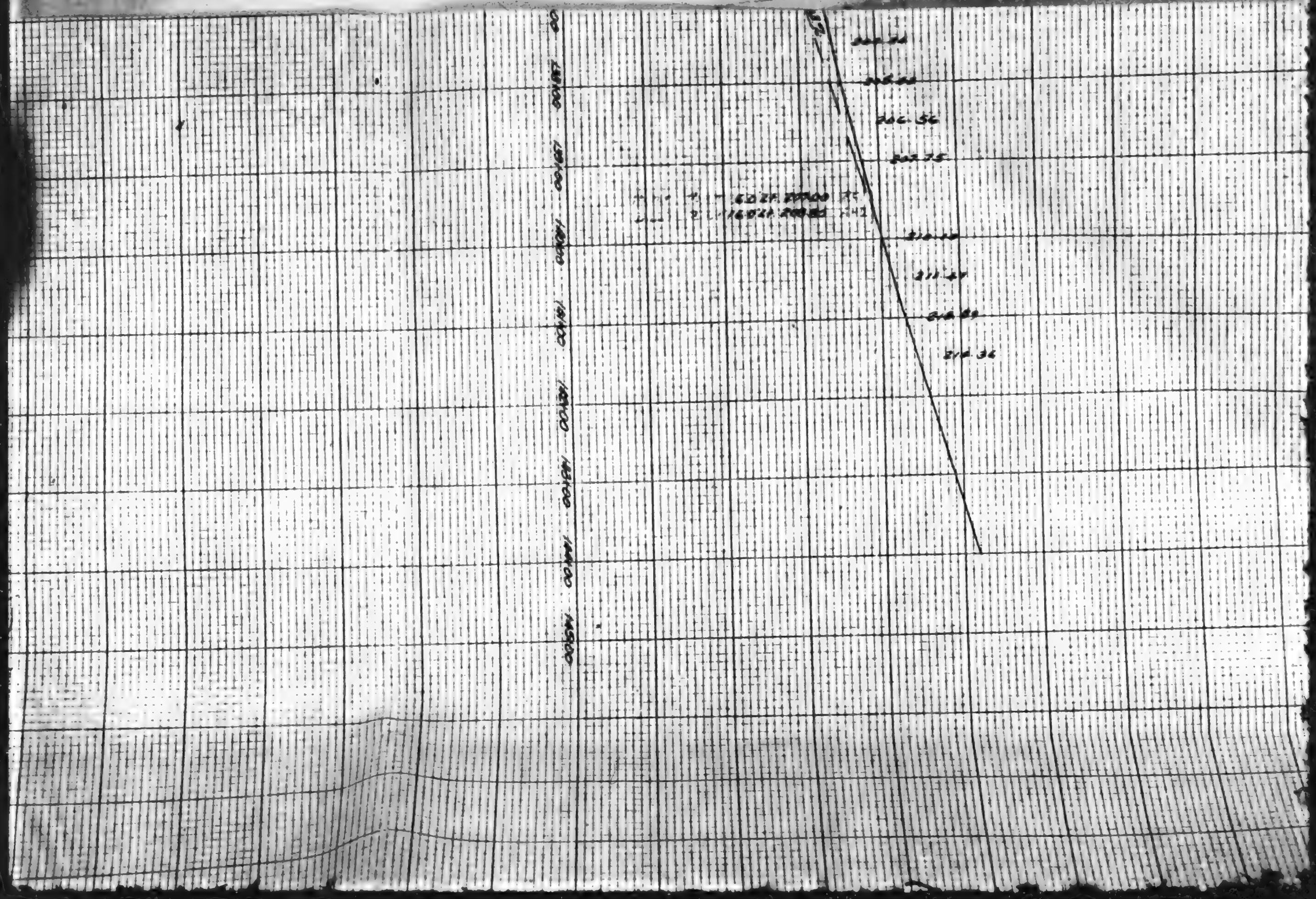
EAST CURB

NOTE: Elevations shown are on the East Curb line
for the Ultimate Elevations of the
Roadway Surface

1200' VC

130+00 131+00 132+00 133+00 134+00 135+00 136+00

PROFILE L- LINE



M500

Varies 27.85 - 36.85

52

129.50

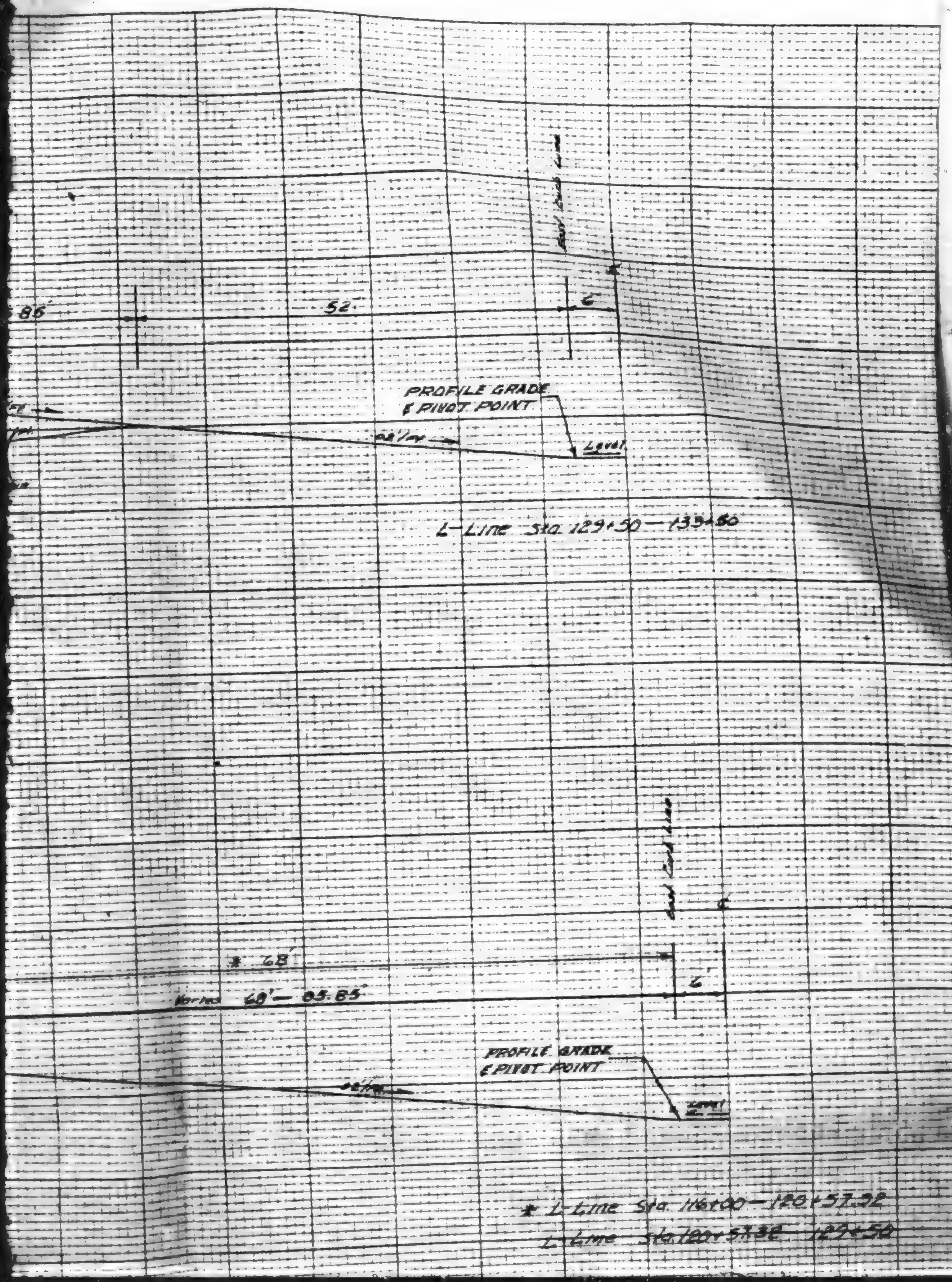
Varies

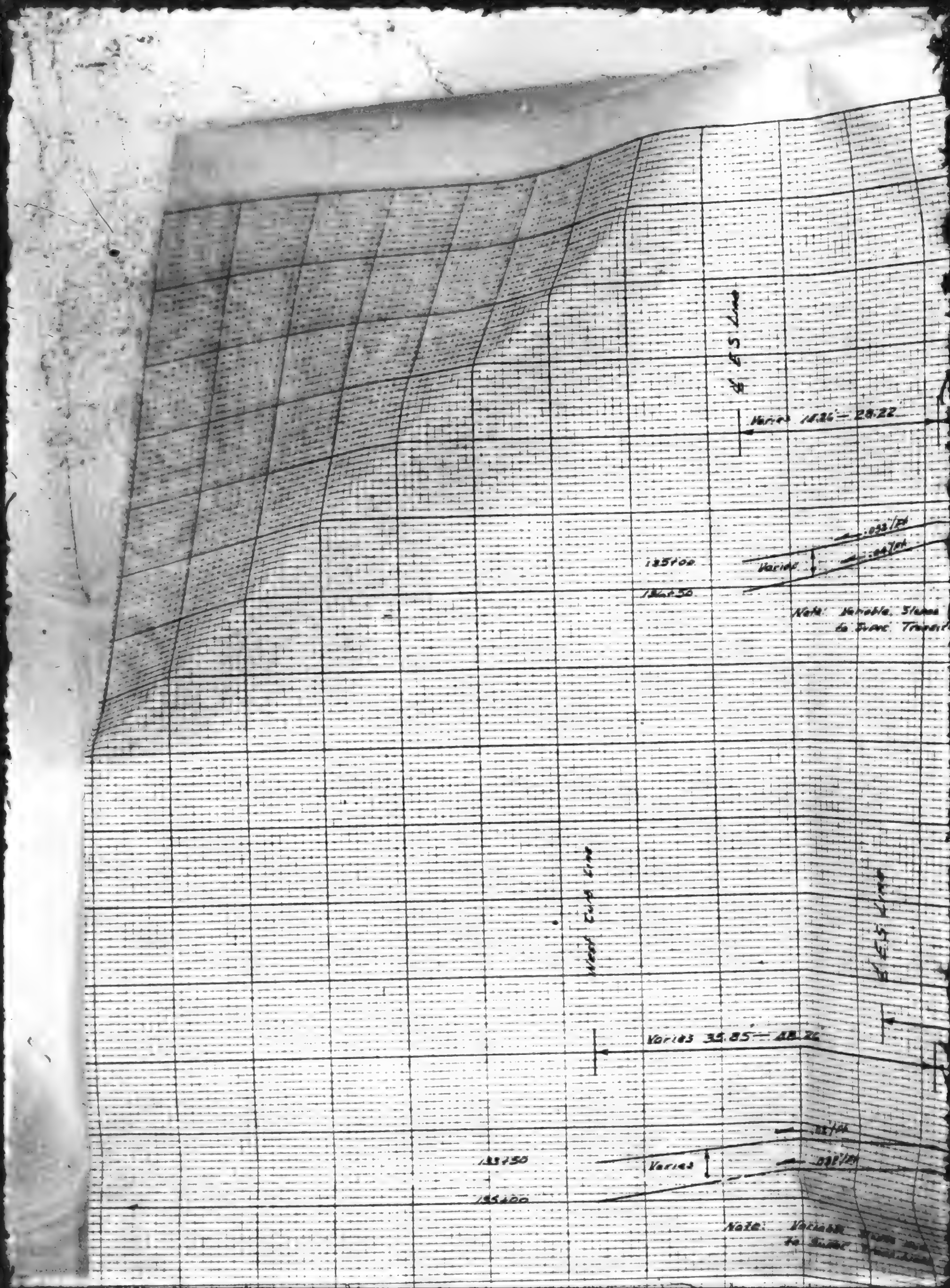
133.50

Note: Variable Slopes Use To Super Transition

* 68'

Varies 68' — 85.85'


86'
52'
PROFILE GRADE
& PIVOT POINT
L-Line Sta. 129+50 — 133+80
* 68'
68' — 05.65'
PROFILE GRADE
& PIVOT POINT
* L-Line Sta. 116+00 — 120+57.32
L-Line Sta. 120+57.32 — 129+50


Varies 14.26 — 29.22
.033/ft
.047/ft
Varies
135+00
13+50
Note: Variable Slopes
to Blend Transit
Varies 35.85 — 48.26
13+50
Varies
135+00
Note: Variable

Varies 16.86 — 20.22

135'00

Varies

Note: Variable Slopes to Suit Topography

Main Curb Line

Varies 35.85 — 40.26

133'50

135'00

Varies

Note: Variable Slopes to Suit Topography

Varies 16.26' – 28.22'

52'

4'

PROFILE GRADE
℄ PIVOT POINT

.032'/ft

.047'/ft

Varies

.00399'/ft
Level

Varies

Note: Variable Slopes due to Super Transitions

℄-Line Sta. 133+50 – 135+00

Varies 29.85' – 48.26'

52'

6'

PROFILE GRADE
℄ PIVOT POINT

.032'/ft

.032'/ft

Varies

.00399'/ft
Level

Note: Variable Slopes due to Super Transitions

℄-Line Sta. 133+50 – 135+00

* ℄-Line Sta. 133+37.32 (End

PROFILE GRADE
@ SHOT POINT

.02/ft

.05/ft

156.50

Note Variable Slope due
to Super Elevation

(5 Line)

PROFILE GRADE
PIVOT POINT

L-Line Sta. 139+30 — 144+00

PROFILE GRADE
PIVOT POINT

L-Line Sta. 134+50 — 139+30

Note: Asterisk Notes the
Location Measurements.

# I-205 BRIDGE

I-205 BRIDGE
VICINITY OF COLUMBIA RIVER
PROPOSED SUPER TRANSITION REVISIONS

DIST ENG. R.L. CAPPELLE
PROJ ENG. N.C. ANDERSON
DATE AUGUST, 1976

210

200

190

23+00 24+00 25+00 24+00

PROFILE E.S. LANE

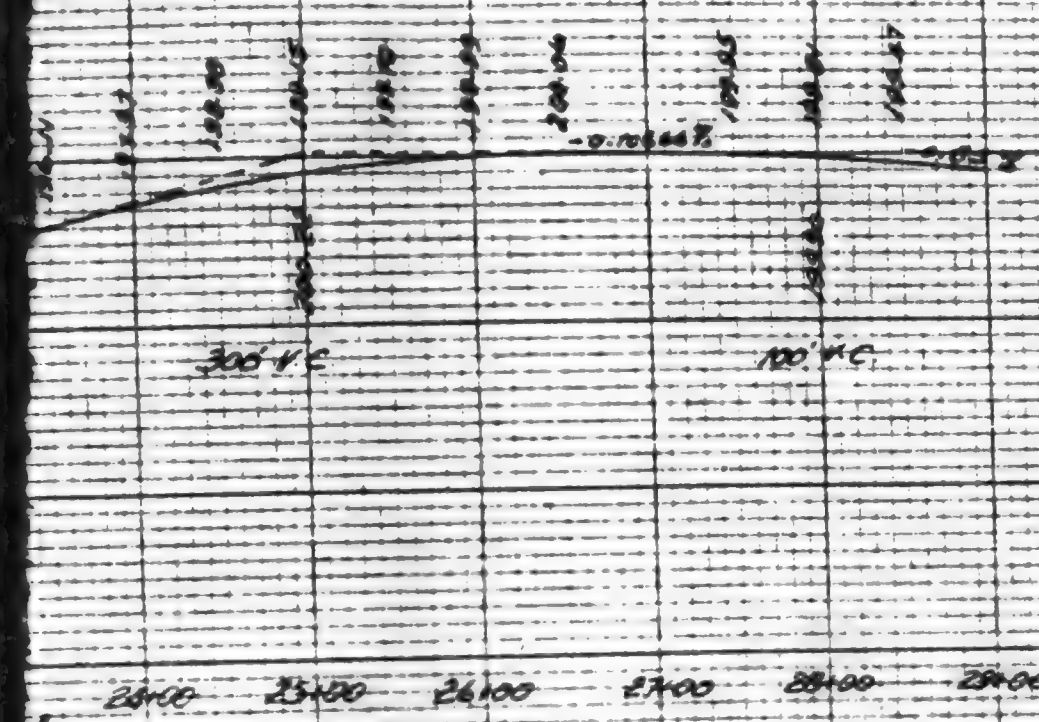
℄ Profile ℄ Pivot Point & Lt. Edge of Pavt.

= 10 Ft.

Rt. Edge of Pavt.

SUPERELEVATION DIAGRAM

CHARLES BRUNING COMPANY
CROSS SECTION 10 x 10







ILE E.S LINE

ERELEVATION DIAGRAM

CHARLES BRUN
CROSS SECT

CROSS SECTION 10 x 10

CHARLES BENNING COMPANY

220

210

200

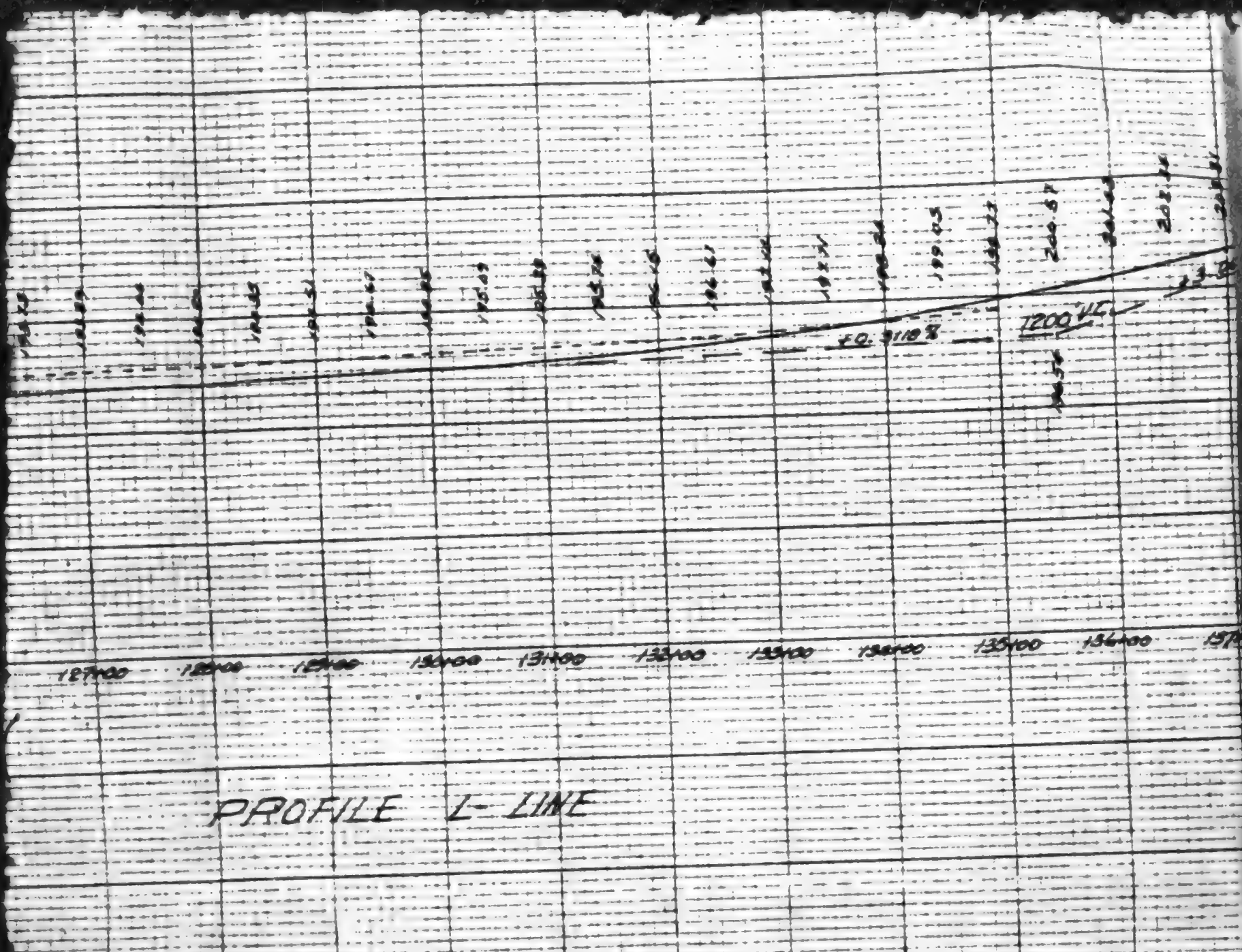
190

114.00 111.00 108.00 105.00

CHARLES BRUNING COMPANY

CROSS SECTION 10 × 10

PROFILE




PROFILE L-LINE

CROSS SECTION 10 × 10

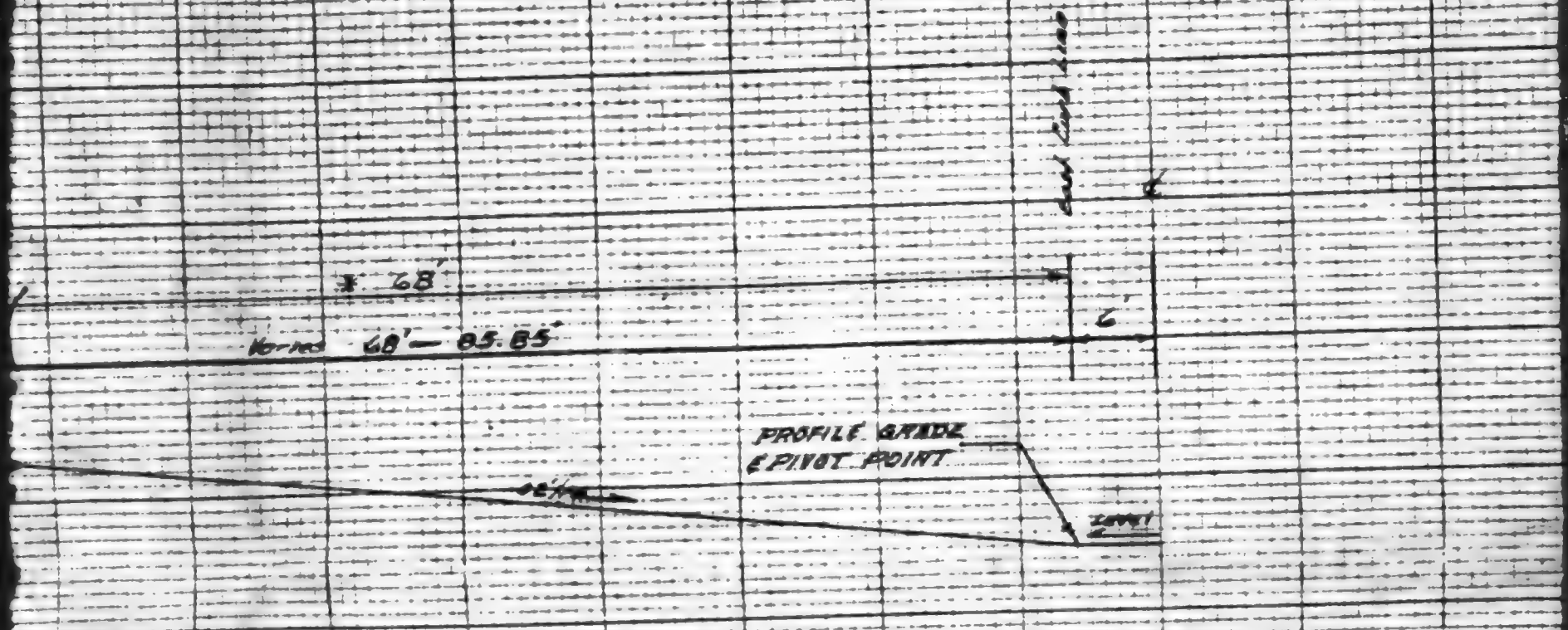
CHARLES BRUNING COMPANY

00 1500

CHARLES BRUNING COMPANY

CROSS SECTION 10 x 10

L-Line Sta. 129+50 — 135+50




* L-Line Sta. 116+00 — 120+57.32

L-Line Sta. 120+57.32 — 129+50

Note: Variable Stations as
to Suit Trans. Angle

Varies 35.85 = AB.26

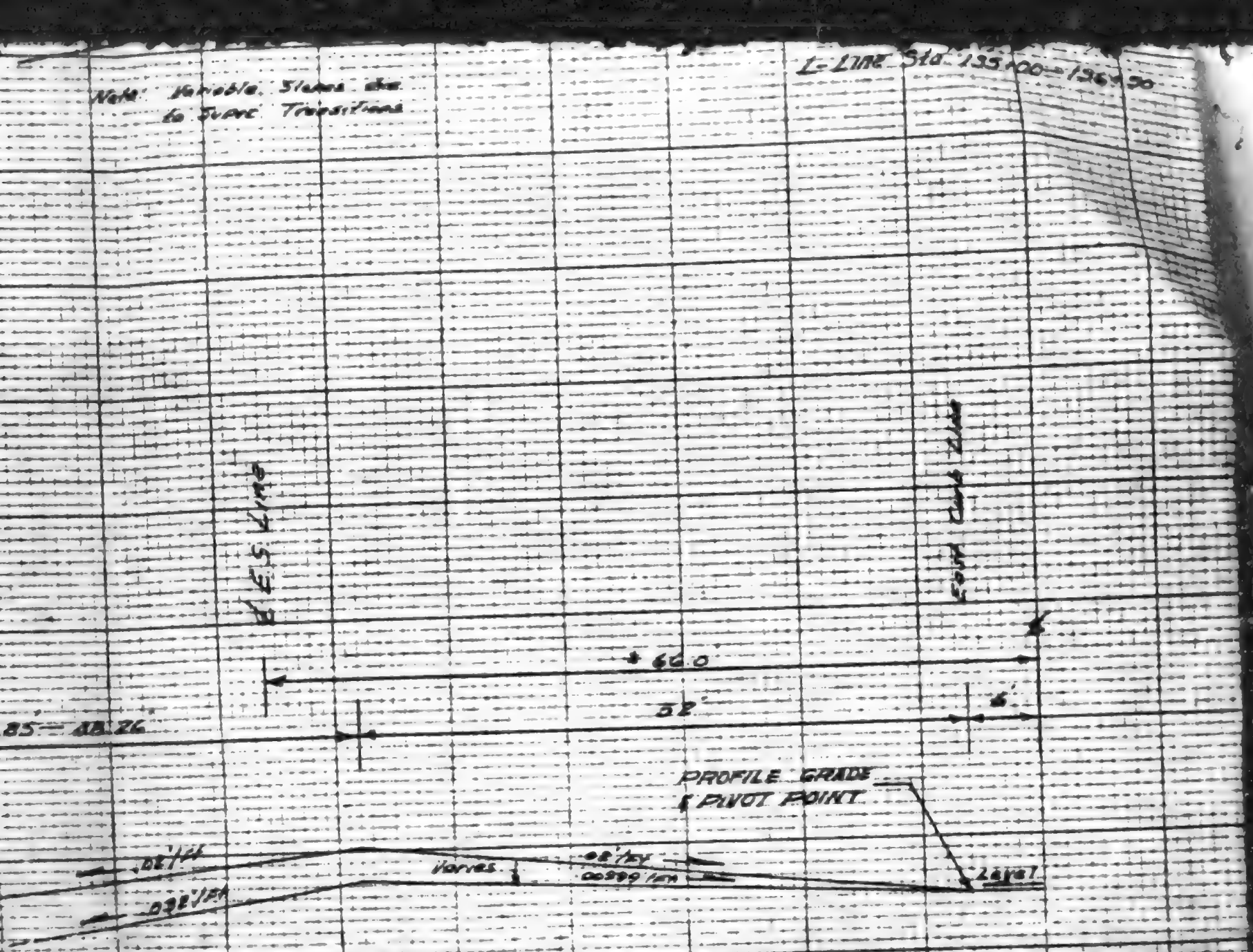
Varies

Note: Variable Stations as
to Suit Trans. Angle

CHARLES BRUNING COMPANY
CROSS SECTION 10 x 10

Note: Variable Slopes due to Curve Transitions

L-Line Sta 135+00 - 136+90




Note: Variable Slopes due to Curve Transitions

L-Line Sta 133+50 - 135+00

* L-Line Sta 139+37.32 (End L

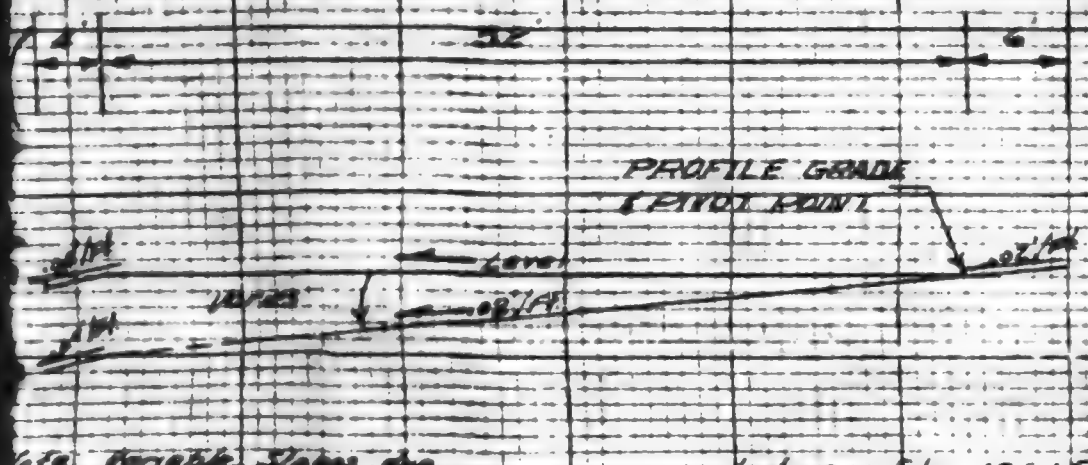
BUNING COMPANY
025 SECTION 10 x 10

S. Line)

Note. Variable Stones are to Subsist Transitant

CHARLE

L-Line Sta. 139+30 – 144+00




Note: Portable Stakes due to Super Elevation

L-Line Sta. 136+50 – 139+30

CHARLES BRUNING COMPANY
CROSS SECTION 10 x 10

# I-205 BRIDGE

I-205 BRIDGE

VICINITY OF COLUMBIA RIVER

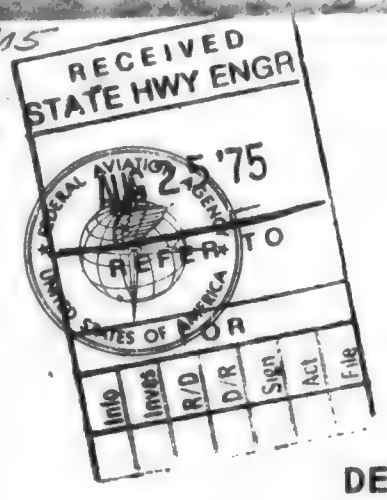
PROPOSED SUPER TRANSITION REVISIONS

DIST ENG. R.L. CAPPELLI

PROJ. ENG. N.C. ANDERSON

DATE AUGUST, 1976

8915




8-14-75

8

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

IN REPLY REFER TO
AERONAUTICAL STUDY
NO. 75-NW-105-OE

NORTHWEST REGION
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
NORTHWEST REGION
FAA BLDG., BOEING FIELD
SEATTLE, WASHINGTON 98108

# DETERMINATION OF NO HAZARD TO AIR NAVIGATION - EXTENSION

| | | | |
|---|---|---|---|
| SPONSOR | Oregon State Highway Department<br>Highway Building<br>Salem, Oregon | CONSTRUCTION LOCATION<br>PLACE NAME<br>Portland, Oregon | |
| | | LATITUDE<br>N/A | LONGITUDE<br>N/A |
| CONSTRUCTION PROPOSED | DESCRIPTION<br>8-lane Interstate Freeway (I-205) with bridge crossing the Columbia River | HEIGHT (IN FEET)<br>ABOVE GROUND<br>N/A | ABOVE MSL<br>N/A |

An aeronautical study of the proposed construction described above has been completed under the provisions of Part 77 of the Federal Aviation Regulations. Based on the study it is found that the construction would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the construction would not be a hazard to air navigation provided the following conditions are met:

Conditions:

The highway and bridge be obstruction lighted in accordance with FAA Advisory Circular 70/7460-1

Supplemental notice of construction is required any time the project is abandoned (use the enclosed FAA form), or

( ) At least 48 hours before the start of construction (use the enclosed FAA form).
( ) Within five days after the construction reaches its greatest height (use the enclosed FAA form).
( ) Not required.

This determination expires on Sept. 25, 1977 unless:

(a) extended, revised or terminated by the issuing office;
(b) the construction is subject to the licensing authority of the Federal Communications Commission and an application for a construction permit is made to the FCC on or before the above expiration date. In such case the determination expires on the date prescribed by the FCC for completion of construction, or on the date the FCC denies the application.

This determination is subject to review if an interested party files a petition on or before Sept. 14, 1975 . In the event a petition for review is filed, it should be submitted in triplicate to the Chief, Airspace Obstruction and Airports Branch, AT-240, Federal Aviation Administration, Washington, D.C. 20590, and contain a full statement of the basis upon which it is made.

This determination becomes final on Sept. 24, 1975, unless a petition for review is timely filed, in which case the determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review.

An account of the study findings, aeronautical objections, if any, registered with the FAA during the study, and the basis for the FAA's decision in this matter will be found on the following page(s).

If the structure is subject to the licensing authority of the FCC, a copy of this determination will be sent to that Agency.

SIGNED for DAVID E. JONES TITLE Chief, Air Traffic Division

ISSUED IN Seattle, Washington ON AUG 14 1975

FAA Form 7460-9 (4-71) Page 1 of 2 Pages

AERONAUTICAL STUDY NO. 75-NW-105-OE

On August 5, 1975, the Oregon State Highway Division requested an extension of the September 15, 1975, expiration date of the Determination of No Hazard to Air Navigation issued August 7, 1972.

A review of the aeronautical activity in the area of the proposed bridge and highway disclosed no significant change has occurred since the determination was issued.

Accordingly, the expiration date of this determination is extended to the date indicated.

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 25 1975
ROAD DESIGN

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

August 5, 1975

Mr. David Jones, Chief
Air Traffic Division
AM-530
Federal Aviation Administration
Regional Office, Boeing Office
Seattle, Washington 98031

Dear Mr. Jones:

Columbia River Bridge
Interstate Highway 205
near Portland, Oregon
Bridge 9558
Aeronautical Study No. 72-NW-105-OE
Determination of No Hazard to Air Navigation

As a result of Aeronautical Study No. 72-NW-105-OE, on August 7, 1972, a determination of no hazard to air traffic was issued for the eight-lane Interstate Freeway (I-205) bridge crossing the Columbia River.

The expiration date of the original determination was extended to September 15, 1975. The determination indicates a further extension may be granted by the issuing office.

Due to various unforeseen circumstances, construction of this project has not begun. It is presently anticipated that construction will not begin until the final quarter of 1976. The structure will be completed approximately mid-1982.

It is hereby requested that the expiration date of the determination be extended to the presently anticipated completion date of July 31, 1982. Your consideration in this matter is sincerely appreciated.

Very truly yours,

R. S. Hunter
Deputy State Highway Engineer

PMO:ag js
bc: F. B. Klaboe
Walt Hart

January 11, 1974

Mr. David Jones, Chief
Air Traffic Division
ANW500
Federal Aviation Administration
Regional Office, Boeing Office
Seattle, Washington 98001

Dear Mr. Jones:

Columbia River Bridge
Interstate Highway 205 near Portland, Oregon
Bridge 9555
Aeronautical Study No. 72-NW-105-OE
Determination of No Hazard to Air Navigation

As a result of Aeronautical Study No. 72-NW-105-OE, on August 7, 1972, a determination of no hazard to air traffic was issued for the eight-lane Interstate Freeway (I-205) with bridge crossing the Columbia River.

The determination includes an expiration date of March 13, 1974 and indicates an extension of said date may be made by the issuing office.

Due to various unforeseen circumstances, construction of this project has not begun. It is presently anticipated that construction will not begin until the first quarter of 1975. The structure will be completed approximately mid-1980.

The elevations of the structure and their effect on air navigation remain the same as indicated in our original permit application.

It is hereby requested that the expiration date of the determination be extended to the presently anticipated completion date of July 31, 1980. Your consideration in this matter is sincerely appreciated.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

RWE:ag jf
bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
C. T. Keasey
R. N. Bothman
G. L. Green

FORM E-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 20, 1973

TO Memorandum to the File

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Columbia River Bridge
I-205
Bridge No. 9555
FAA Permit
(Determination of No Hazard to Air Navigation)

The FAA Permit for the subject project will expire on March 13, 1974.

In order to determine the proper method of requesting an extension of this permit, I contacted Mr. Tanner of the Federal Aviation Administration in Seattle. He indicated a memorandum to the Federal Aviation Administration will suffice.

The request should include length of time required to complete the project and a statement that the elevations of the structure have not changed from those covered by the original permit. Granting of an extension is a speedy procedure and application need not be made more than two or three months prior to its expiration date.

Request for extension should be addressed to Mr. David Jones, Chief, Air Traffic Division, ANW500, Federal Aviation Administration Regional Office, Boeing Field, Washington, D.C. 98001.

I will make application for a permit extension in January of 1974.

RWE/ag

NOTED
E. S. HUNTER

cc E. S. Hunter
R. N. Bothman
R. O. Cunningham
Glen Green-FHWA

RECEIVED
JUN 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

NORTHWEST REGION
FAA BUILDING, BOEING FIELD
SEATTLE, WASHINGTON 98108

JAN 23 1974

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Hunter:

Per your request dated January 11, 1974, we have extended the expiration date of our Determination (72-NW-105-OE) concerning Interstate Freeway I-205.

We normally do not issue extensions for more than eighteen months; however, as you indicated the construction would begin in the first quarter of 1975, we have extended the expiration date to September 15, 1975. Once the construction has begun, the purpose of the Determination concerning the proposed construction is fulfilled; therefore, there is no need to issue an expiration date that would cover that period of the construction.

Sincerely,

DAVID E. JONES
Chief, Air Traffic Division

1-25-74
cc Hart
Verstey
Young
Keasey
Bothman
Green

g

RECEIVED
JAN 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
NORTHWEST REGION

IN REPLY REFER TO
AERONAUTICAL STUDY
NO. 72-NW-105-OE

# DETERMINATION OF NO HAZARD TO AIR NAVIGATION -EXTENSION

| | | | |
|---|---|---|---|
| SPONSOR | Oregon State Highway Department<br>Highway Building<br>Salem, Oregon 97310 | CONSTRUCTION LOCATION<br>PLACE NAME<br>Portland, Oregon<br>LATITUDE: N/A<br>LONGITUDE: N/A | |
| CONSTRUCTION PROPOSED | DESCRIPTION<br>8-lane interstate freeway (I-205) with bridge crossing the Columbia River | HEIGHT (IN FEET)<br>ABOVE GROUND: N/A<br>ABOVE MSL: N/A | |

An aeronautical study of the proposed construction described above has been completed under the provisions of Part 77 of the Federal Aviation Regulations. Based on the study it is found that the construction would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the construction would not be a hazard to air navigation provided the following conditions are met:

Conditions:

The highway and bridge be obstruction lighted in accordance with FAA Advisory Circular 70/7460-1A.

Supplemental notice of construction is required any time the project is abandoned (use the enclosed FAA form), or

( ) At least 48 hours before the start of construction (use the enclosed FAA form).
( ) Within five days after the construction reaches its greatest height (use the enclosed FAA form).
( ) Not required.

This determination expires on September 15, 1975 unless:

(a) extended, revised or terminated by the issuing office;
(b) the construction is subject to the licensing authority of the Federal Communications Commission and an application for a construction permit is made to the FCC on or before the above expiration date. In such case the determination expires on the date prescribed by the FCC for completion of construction, or on the date the FCC denies the application.

This determination is subject to review if an interested party files a petition on or before February 22, 1974 . In the event a petition for review is filed, it should be submitted in triplicate to the Chief, Airspace Obstruction and Airports Branch, AT-240, Federal Aviation Administration, Washington, D.C. 20590, and contain a full statement of the basis upon which it is made.

This determination becomes final on March 4, 1974 unless a petition for review is timely filed, in which case the determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review.

An account of the study findings, aeronautical objections, if any, registered with the FAA during the study, and the basis for the FAA's decision in this matter will be found on the following page(s).

If the structure is subject to the licensing authority of the FCC, a copy of this determination will be sent to that Agency.

David E. Jones

SIGNED DAVID E. JONES TITLE Chief, Air Traffic Division, ANW-500

ISSUED IN Seattle, Washington ON JAN 23 1974

FAA Form 7460-9 (4-71)

On January 11, 1974, the Oregon State Highway Division requested an extension of the expiration date, March 13, 1974, assigned the Determination of No Hazard to Air Navigation issued August 7, 1972.

A review of aeronautical activity in the area of the proposed bridge disclosed no significant change has occurred since the determination was issued.

Accordingly, the expiration date of the Determination is extended as indicated.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

IN REPLY REFER TO
AERONAUTICAL STUDY
NO. 72-NW-105-OE

RECEIVED
AUG 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

# DETERMINATION OF NO HAZARD TO AIR NAVIGATION

| | | | |
|---|---|---|---|
| SPONSOR | Oregon State Highway Department<br>State Highway Building<br>Salem, Oregon 97310 | CONSTRUCTION LOCATION<br>PLACE NAME<br>Portland, Oregon | |
| | | LATITUDE | LONGITUDE |
| CONSTRUCTION PROPOSED | DESCRIPTION<br>8-Lane Interstate Freeway (I-205) with Bridge Crossing the Columbia River | HEIGHT (IN FEET)<br>ABOVE GROUND | ABOVE MSL |

An aeronautical study of the proposed construction described above has been completed under the provisions of Part 77 of the Federal Aviation Regulations. Based on the study it is found that the construction would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the construction would not be a hazard to air navigation provided the following conditions are met:

Conditions:

**The highway and bridge be obstruction lighted in accordance with FAA Advisory Circular 70/7460-1A.**

Supplemental notice of construction is required any time the project is abandoned (use the enclosed FAA form), or

( X ) At least 48 hours before the start of construction (use the enclosed FAA form).
( ) Within five days after the construction reaches its greatest height (use the enclosed FAA form).
( ) Not required.

This determination expires on **13 March 1974** unless:

(a) extended, revised or terminated by the issuing office;
(b) the construction is subject to the licensing authority of the Federal Communications Commission and an application for a construction permit is made to the FCC on or before the above expiration date. In such case the determination expires on the date prescribed by the FCC for completion of construction, or on the date the FCC denies the application.

This determination is subject to review if an interested party files a petition on or before **5 September 1972** In the event a petition for review is filed, it should be submitted in triplicate to the Chief, Airspace Obstruction and Airports Branch, AT-240, Federal Aviation Administration, Washington, D.C. 20590, and contain a full statement of the basis upon which it is made.

This determination becomes final on **15 September 1972** unless a petition for review is timely filed, in which case the determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review.

An account of the study findings, aeronautical objections, if any, registered with the FAA during the study, and the basis for the FAA's decision in this matter will be found on the following page(s).

If the structure is subject to the licensing authority of the FCC, a copy of this determination will be sent to that Agency.

by Walt Hart 8-15-72

SIGNED C.B. Walk C.B. WALK, JR. TITLE Regional Director: Northwest Region - FAA

ISSUED IN Seattle, Washington ON 7 August 1972

FAA Form 7460-9 (4-71)


GPO 910-224

Aeronautical Study No. 72-NW-105-OE

An analysis of the proposal revealed that this segment of the proposed highway (I-205) would extend in a generally north/south direction approximately 13,000 feet east of the Portland International Airport, Airport Reference Point. The roadway and lighting facilities would be approximately 55' AGL 80' MSL to the south bank of the Columbia River then ascending to an elevation of 220' MSL at the north bank of the river.

The Aeronautical Study disclosed that the highway as it ascends to top the hills on the north side of the river would exceed Part 77, Section 77.25(a), horizontal surface by as much as 28 feet when applied to the Portland International Airport. The study also noted that the terrain on the north side of the Columbia River exceeds the horizontal surface by as much as 100'.

On April 18, 1969, the FAA Seattle Area Office issued a Determination of No Hazard to Air Navigation (Aeronautical Study No. SEA-OE-68-145) on a similar proposal. The difference between the original proposal and this proposal is a minor alignment in the curve of the bridge over the main channel of the river and the addition of the 30 foot high lineal lighting.

This study further disclosed that this proposal would have no greater adverse effect upon the aeronautical operation at Portland International Airport than the original proposal. The proposed highway would not require the raising of any minimum flight altitude of the overlying Federal Airway nor would it require the raising of any existing instrument approach minimum flight altitudes. The study also considered the effect of the proposal upon the planned runway construction and runway realignment on the Portland International Airport including what effect the proposal would have upon potential Category II Instrument Landing System. It was disclosed that the airport improvement plans on file and future IFR and VFR operations would not be affected. No present or planned aeronautical procedures, operations, or traffic patterns need be changed to accommodate the proposal.

Further, the study revealed that the proposed highway would be conspicuous during daylight hours and, if obstruction lighted during hours of darkness, would not have an adverse effect upon Visual Flight Rules (VFR) aeronautical operations.

RECEIVED
AUG 9 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

8905

RECEIVED
AUG 2 1972
FOR FILING

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

IN REPLY REFER TO
AERONAUTICAL STUDY
NO. 72-NW-105-OE

8-7-72

NOTED
F.B. KLABOE

# DETERMINATION OF NO HAZARD TO AIR NAVIGATION

| | | | |
|---|---|---|---|
| SPONSOR | Oregon State Highway Department<br>State Highway Building<br>Salem, Oregon 97310<br>REFERRED TO Admin BY SECRETARY | CONSTRUCTION LOCATION<br>PLACE NAME<br>Portland, Oregon | |
| | | LATITUDE<br>N/A | LONGITUDE<br>N/A |
| CONSTRUCTION PROPOSED | DESCRIPTION<br>8-Lane Interstate Freeway (I-205) with Bridge Crossing the Columbia River | HEIGHT (IN FEET)<br>ABOVE GROUND<br>See page two. | ABOVE MSL |

An aeronautical study of the proposed construction described above has been completed under the provisions of Part 77 of the Federal Aviation Regulations. Based on the study it is found that the construction would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the construction would not be a hazard to air navigation provided the following conditions are met:

Conditions:

**The highway and bridge be obstruction lighted in accordance with FAA Advisory Circular 70/7460-1A.**

Supplemental notice of construction is required any time the project is abandoned (use the enclosed FAA form), or

( X ) At least 48 hours before the start of construction (use the enclosed FAA form).
( ) Within five days after the construction reaches its greatest height (use the enclosed FAA form).
( ) Not required.

This determination expires on **13 March 1974** unless:

(a) extended, revised or terminated by the issuing office;
(b) the construction is subject to the licensing authority of the Federal Communications Commission and an application for a construction permit is made to the FCC on or before the above expiration date. In such case the determination expires on the date prescribed by the FCC for completion of construction, or on the date the FCC denies the application.

This determination is subject to review if an interested party files a petition on or before **5 September 1972** In the event a petition for review is filed, it should be submitted in triplicate to the Chief, Airspace Obstruction and Airports Branch, AT-240, Federal Aviation Administration, Washington, D.C. 20590, and contain a full statement of the basis upon which it is made.

This determination becomes final on **15 September 1972** unless a petition for review is timely filed, in which case the determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review.

An account of the study findings, aeronautical objections, if any, registered with the FAA during the study, and the basis for the FAA's decision in this matter will be found on the following page(s).

If the structure is subject to the licensing authority of the FCC, a copy of this determination will be sent to that Agency.

SIGNED C.B. Walk, Jr. C.B. WALK, JR. TITLE Regional Director - Northwest Region - FAA

ISSUED IN Seattle, Washington ON 7 August 1972

FAA Form 7460-9 (4-71)


GPO 910-226

Aeronautical Study No. 72-NW-105-OE

An analysis of the proposal revealed that this segment of the proposed highway (I-205) would extend in a generally north/south direction approximately 13,000 feet east of the Portland International Airport, Airport Reference Point. The roadway and lighting facilities would be approximately 55' AGL 80' MSL to the south bank of the Columbia River then ascending to an elevation of 220' MSL at the north bank of the river.

The Aeronautical Study disclosed that the highway as it ascends to top the hills on the north side of the river would exceed Part 77, Section 77.25(a), horizontal surface by as much as 28 feet when applied to the Portland International Airport. The study also noted that the terrain on the north side of the Columbia River exceeds the horizontal surface by as much as 100'.

On April 18, 1969, the FAA Seattle Area Office issued a Determination of No Hazard to Air Navigation (Aeronautical Study No. SEA-OE-68-145) on a similar proposal. The difference between the original proposal and this proposal is a minor alignment in the curve of the bridge over the main channel of the river and the addition of the 30 foot high lineal lighting.

This study further disclosed that this proposal would have no greater adverse effect upon the aeronautical operation at Portland International Airport than the original proposal. The proposed highway would not require the raising of any minimum flight altitude of the overlying Federal Airway nor would it require the raising of any existing instrument approach minimum flight altitudes. The study also considered the effect of the proposal upon the planned runway construction and runway realignment on the Portland International Airport including what effect the proposal would have upon potential Category II Instrument Landing System. It was disclosed that the airport improvement plans on file and future IFR and VFR operations would not be affected. No present or planned aeronautical procedures, operations, or traffic patterns need be changed to accommodate the proposal.

Further, the study revealed that the proposed highway would be conspicuous during daylight hours and, if obstruction lighted during hours of darkness, would not have an adverse effect upon Visual Flight Rules (VFR) aeronautical operations.

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STATE HWY ENGR
AUG 18 '72
REFER TO
FBK
FOR
Info | Insp | R/D | D/E | Design | Acct | File

RECEIVED
AUG 17 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
AUG 14 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

IN REPLY REFER TO
AERONAUTICAL STUDY
NO. 72-NW-105-OE

8-14-72

NOTED
E. E. HUNTER

# DETERMINATION OF NO HAZARD TO AIR NAVIGATION

| | | |
|---|---|---|
| SPONSOR | Oregon State Highway Department<br>State Highway Building<br>Salem, Oregon 97310 | CONSTRUCTION LOCATION<br>PLACE NAME: Portland, Oregon<br>LATITUDE: N/A<br>LONGITUDE: N/A |
| CONSTRUCTION PROPOSED | DESCRIPTION: 8-Lane Interstate Freeway (I-205) with Bridge Crossing the Columbia River | HEIGHT (IN FEET)<br>ABOVE GROUND: See page two.<br>ABOVE MSL: |

An aeronautical study of the proposed construction described above has been completed under the provisions of Part 77 of the Federal Aviation Regulations. Based on the study it is found that the construction would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the construction would not be a hazard to air navigation provided the following conditions are met:

Conditions:

**The highway and bridge be obstruction lighted in accordance with FAA Advisory Circular 70/7460-1A.**

Supplemental notice of construction is required any time the project is abandoned (use the enclosed FAA form), or

( X ) At least 48 hours before the start of construction (use the enclosed FAA form).
( ) Within five days after the construction reaches its greatest height (use the enclosed FAA form).
( ) Not required.

This determination expires on **13 March 1974** – unless:

(a) extended, revised or terminated by the issuing office;
(b) the construction is subject to the licensing authority of the Federal Communications Commission and an application for a construction permit is made to the FCC on or before the above expiration date. In such case the determination expires on the date prescribed by the FCC for completion of construction, or on the date the FCC denies the application.

This determination is subject to review if an interested party files a petition on or before **5 September 1972** In the event a petition for review is filed, it should be submitted in triplicate to the Chief, Airspace Obstruction and Airports Branch, AT-240, Federal Aviation Administration, Washington, D.C. 20590, and contain a full statement of the basis upon which it is made.

This determination becomes final on **15 September 1972** unless a petition for review is timely filed, in which case the determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review.

An account of the study findings, aeronautical objections, if any, registered with the FAA during the study, and the basis for the FAA's decision in this matter will be found on the following page(s).

If the structure is subject to the licensing authority of the FCC, a copy of this determination will be sent to that Agency.

cc: Wolfe - Info.
8-16-72

SIGNED C.B. WALK, JR. TITLE Regional Director - Northwest Region

ISSUED IN Seattle, Washington ON 7 August 1972

RECEIVED
AUG 14 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

FAA Form 7460-9 (4-71)


GPO 910-226

An analysis of the proposal revealed that this segment of the proposed highway (I-205) would extend in a generally north/south direction approximately 13,000 feet east of the Portland International Airport, Airport Reference Point. The roadway and lighting facilities would be approximately 55' AGL 80' MSL to the south bank of the Columbia River then ascending to an elevation of 220' MSL at the north bank of the river.

The Aeronautical Study disclosed that the highway as it ascends to top the hills on the north side of the river would exceed Part 77, Section 77.25(a), horizontal surface by as much as 28 feet when applied to the Portland International Airport. The study also noted that the terrain on the north side of the Columbia River exceeds the horizontal surface by as much as 100'.

On April 18, 1969, the FAA Seattle Area Office issued a Determination of No Hazard to Air Navigation (Aeronautical Study No. SEA-OE-68-145) on a similar proposal. The difference between the original proposal and this proposal is a minor alignment in the curve of the bridge over the main channel of the river and the addition of the 30 foot high lineal lighting.

This study further disclosed that this proposal would have no greater adverse effect upon the aeronautical operation at Portland International Airport than the original proposal. The proposed highway would not require the raising of any minimum flight altitude of the overlying Federal Airway nor would it require the raising of any existing instrument approach minimum flight altitudes. The study also considered the effect of the proposal upon the planned runway construction and runway realignment on the Portland International Airport including what effect the proposal would have upon potential Category II Instrument Landing System. It was disclosed that the airport improvement plans on file and future IFR and VFR operations would not be affected. No present or planned aeronautical procedures, operations, or traffic patterns need be changed to accommodate the proposal.

Further, the study revealed that the proposed highway would be conspicuous during daylight hours and, if obstruction lighted during hours of darkness, would not have an adverse effect upon Visual Flight Rules (VFR) aeronautical operations.

8905

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

IN REPLY REFER TO
AERONAUTICAL STUDY
NO. 71-NW-216-OE

NOTED
F. B. KLABOE

# DETERMINATION OF NO HAZARD TO AIR NAVIGATION

| | | | |
|---|---|---|---|
| SPONSOR | The Port of Portland<br>P. O. Box 3529<br>Portland, Oregon 97208 | CONSTRUCTION LOCATION<br>PLACE NAME<br>Portland International Airport<br>LATITUDE: 45° 35' 21"<br>LONGITUDE: 122° 35' 36" | |
| CONSTRUCTION PROPOSED | DESCRIPTION<br>Demolition, relocation and construction of buildings within the military complex on the Portland Airport. | HEIGHT (IN FEET)<br>ABOVE GROUND: 60'<br>ABOVE MSL: 80' | |

An aeronautical study of the proposed construction described above has been completed under the provisions of Part 77 of the Federal Aviation Regulations. Based on the study it is found that the construction would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the construction would not be a hazard to air navigation provided the following conditions are met:

Conditions:

**Those buildings exceeding the obstruction standards of Part 77, when applied to the future proposed runway 09R/21L, are removed before starting construction of the future runway.**

Supplemental notice of construction is required any time the project is abandoned (use the enclosed FAA form), or

( ) At least 48 hours before the start of construction (use the enclosed FAA form).
( ) Within five days after the construction reaches its greatest height (use the enclosed FAA form).
( ) Not required.

1-25-72 Hunter

This determination expires on **16 August 1973** unless:

(a) extended, revised or terminated by the issuing office;
(b) the construction is subject to the licensing authority of the Federal Communications Commission and an application for a construction permit is made to the FCC on or before the above expiration date. In such case the determination expires on the date prescribed by the FCC for completion of construction, or on the date the FCC denies the application.

This determination is subject to review if an interested party files a petition on or before **6 February 1972** In the event a petition for review is filed, it should be submitted in triplicate to the Chief, Airspace Obstruction and Airports Branch, AT-240, Federal Aviation Administration, Washington, D.C. 20590, and contain a full statement of the basis upon which it is made.

This determination becomes final on **16 February 1972** unless a petition for review is timely filed, in which case the determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review.

An account of the study findings, aeronautical objections, if any, registered with the FAA during the study, and the basis for the FAA's decision in this matter will be found on the following page(s).

If the structure is subject to the licensing authority of the FCC, a copy of this determination will be sent to that Agency.

**This Determination does not waive the requirements of any other governmental agency.**

Frank Stoops

NOTED
R. L. SCHROEDER

NOTED
E. S. HUNTER

SIGNED FRANK STOOPS TITLE Airspace Specialist, NW-533

ISSUED IN Seattle, Washington ON JAN - 7 1972

FAA Form 7460-9 (4-71)


GPO 910-226

8-105

8

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 5, 1977

Mr. C. S. Gloyd
Bridge Engineer
Washington Department of Highways
Highway Administration Building
Olympia, WA 98504

NOTED
E. S. HUNTER

Columbia River (I-205) Bridge
Bridge 9555
Alternate Designs - Washington Approach Spans

We have reviewed the Value Engineering Alternate included in your preliminary plans for the Washington Approach Spans. I have discussed with members of my staff the details presented to you at the April 1 meeting with Mr. Allen and Mr. Oringdulph. With some reservations we find this to be a viable alternate to the Consultant's design.

Our main concerns are as follows....First, that any alternate design be compatible with the Consultant's main span superstructure design. Second, that the design criteria used for the original design be applied to the alternate design also. Third, that the redesign will not delay completion of that portion of the structure in span 10 which could, in turn, delay the future main channel superstructure contract.

I would appreciate receiving a copy of the special provisions you will be using to describe the limitations on alternate designs.

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Acting Bridge Engineer

cc E. S. Hunter
Jack Allen
G. L. Green
R. N. Bothman

RECEIVED
STATE HWY ENGR
APR 6 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

9555

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

November 26, 1976

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FOR
Info | Inves. | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

Mr. C. S. Gloyd
Bridge and Structures Engineer
Washington Department of Highways
Highway Administration Building
Olympia, WA 98504

Dear Mr. Gloyd:

Columbia River (I-205) Bridge
Bridge 9555
Contract for Washington Approach Spans

In response to your November 19 inquiry as to the availability of the PS&E for the subject structure, we have been informed by Sverdrup & Parcel that the PS&E are complete. We are requesting that they submit the PS&E documents through this office at the earliest possible date.

It is our recommendation that, in the interest of all parties concerned, the contract for the approach spans not be advertised until the substructure contract is awarded. Our present schedule for this contract is for advertising sometime in January. With a sixty-day ad period, this would mean awarding of the contract not later than April 1, 1977. This schedule should be firmed up by mid December.

Very truly yours,

Walter J. Hart
Bridge Engineer

PMO:smd

R. W. Ellison
Bridge Administration Engineer

cc E. S. Hunter
R. N. Bothman
R. L. Carroll

8905

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

NOTED
E. S. HUNTER

March 11, 1977

Mr. Randall E. Moyle
Bridge Contracts Manager
Stupp Bros. Bridge & Iron Company
P. O. Box 6600
St. Louis, MO 63125

Columbia River (I-205) Bridge
Bridge 9555
Superstructure Design

Your letter to Mr. Versteeg requesting information on the type of superstructure design for the subject structure has been forwarded to this office for reply.

The superstructure is designed for precast concrete segmental construction. While bidding documents will permit value engineering proposals, we plan to make it clear that a steel superstructure will not be considered as a viable alternate. This decision was made early in the planning stage, and we do not feel present circumstances warrant pursuing this alternative.

ORIGINAL SIGNED
R.W. ELLISON
WALTER J. HART

Walter J. Hart
Bridge Engineer

cc E. S. Hunter
A. C. Harwood
John Howard

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8

2-25-77

DRAFT FOR REPLY TO A LETTER TO THE GOVERNOR

Mr. Roy N. Kruger
847 17th Avenue
Longview, Washington 98632

Dear Mr. Kruger:

Very close liaisons were established between the Oregon and Washington Highway Departments during the planning stages of the I-205 bridge. The Federal Highway Administration was included in this planning and other public agencies were kept aware of developments effecting their jurisdictions.

923-H
923A-H

At the time the Port of Portland announced their expansion plan requiring a shift to the east of the Oregon portion of the highway, the states and the federal government had agreed upon the site and straight alignment for the bridge. Washington had expended considerable time and money in planning and designing their portion of the freeway at the north end of the structure as well as holding the necessary public hearings. Commitments to local agencies had been made.

It was jointly determined at that time that the problems involved with re-aligning this section of the freeway would be more detrimental than placing the bridge on its present alignment.

PMO:dh

Don't send answer not necessary. 2-25-76

Scott. I don't think we need to answer. Ed.

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STATE HWY ENGR
FEB 18 '77
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Info | Inves | R/D | D/R | Sign | Act | File

NOTED
P. M. OAKLEY

NOTED
R. W. ELLIS

previous correspondence attached

847 17th Ave
Longview, Wash
98632
Feb 3, 1977.

009343

RECEIVED
FEB 7 1977
Governor's Office

Gov Bob Straub

DOT
answer, if you think it deserved 906

Dear Sir:-

Thanks for your letter of Jan 28 answering my questions as to why the curves were put in the plans for the bridge on I-205.

Its a good explanation and probably the airport will use the land someday. I think yet its a mistake to have curves on the bridge and it seems that there should have been some conferances with the Washington Highway Dept before they went ahead and built the road and overpasses on the Wash side.

Seems that they could have moved the Wash side approach east also at no additional cost before they built it. So as to make the roadway straight on the bridge.

It could still be changed and probably should be and charge it up to the people who put the cart ahead of the horse. Portland had a lot of trouble on their icy bridge approaches this winter. But the approaches were too steep and made for nice weather. Sanding trucks even slid into stranded cars.

Sincerely Yours
Roy N. Kruger.

Ellison Bradt

Hist 21.2
I-205 c
Hol. R.B.

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

January 28, 1977

Mr. Roy N. Kruger
847 17th Avenue
Longview, Washington 98632

923-14

Dear Mr. Kruger:

The original alignment for the I-205 bridge was a straight line linking Washington and Oregon portions of the freeway. It subsequently became necessary to shift the south end of the structure to the east to allow for future expansion of the Portland International Airport. By that time, due to design and construction commitments to the land portions, it was not economically feasible to make extensive relocations of the freeway and the bridge was placed on its present curved alignment. The curves are of the minimum possible.

The Highway Division assures me they will take all necessary steps to minimize ice hazards on this structure.

Sincerely,

Governor

RWS:ol

bcc: Dept. of Transportation

RECEIVED
STATE HWY ENGR
FEB 1 '77
REFER TO
FOR
D/R
S/E
A/E
File

COPY

909116 DOC
Please prepare draft reply
for Governor's signature
by 1-31
Thank you.
RECEIVED
JAN 21 1977
Governor's Office

Gov Bob Straub Longview, Wash
Jan 19, 1977.

Dear Sir: Roy H. Kruger

In regard to the drawing of the contemplated interstate bridge on I-205 in todays Oregonian I would like to suggest that the bridge should not be curved while over the water or where air can circulate under it as the air cools the roadway and makes the roadway frosty when the rest of the highway may be dry; when conditions are just right. An icy bridge straight in line is bad enough but a curved bridge under icy conditions if not necessary is plain stupid. Seems that the curves could be on either side of the river so as to have a straight bridge ~~to~~ accidents on account

of curves on the bridge could possibly cost more in accidents and lives than it would cost ~~to~~ build it right to start with.

A truck slid on a bridge across the Cowlitz River about two months ago and the fellow sleeping in the sleeper compartment was thrown out in the resulting crash and into the river. His body was found just a few days ago. This happened south of Centralia, Wash.

There may be some reason for the curves on the bridge but possibly the danger was overlooked and a word of caution might be appreciated

Sincerely Yours
Roy H. Kruger.

8905

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

February 15, 1977
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Wetlands Mitigation - I-205
Fish and Wildlife Dam - Sauvies Island

TO: R. N. Bothman
Metro Engineer

NOTED
E. S. HUNTER

The proposed wetlands replacement project for the I-205 on Sauvies Island needs the assistance of Metro staff. As noted in the attached letter from D. E. Sanford, the Fish and Wildlife Department cannot handle the project with simple reimbursement of costs by OSHD. It appears that we need to prepare the wetlands dam as a biddable project.

Pieter Dykman has discussed the project with Hal Versteeg and Bob Ewen. Versteeg suggests that a meeting be set up at Sauvies Island with a Fish and Wildlife representative, my staff, and the appropriate personnel from Metro. The Metro personnel should include the staff designer who will prepare the necessary plans and specs to ready this job for contract.

The proposed dam on Pete's slough is to be a simple low earth dam which could be designed with a minimum amount of staff time. Project costs are estimated at $10 to $20,000.

My staff will contact and set up a meeting with Fish and Wildlife as soon as assigned Metro personnel are available for the meeting.

GAP:PTD:ss

Attachment

cc: E. S. Hunter
Hal Versteeg
P. T. Dykman

RECEIVED
STATE HWY ENGR
FEB 16 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

FORM 81.734.3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 14, 1977

Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: I-205 Wetlands Mitigation

ORIGINAL SIGNED BY
GARY A. POTTER

TO: George Hopkins
Local Government Programs Engineer

NOTED
E. S. HUNTER

The subject project is to be worked out to the satisfaction of the Oregon Wildlife Department for construction later in 1977. The project consists of a small earth dam on Sauvies Island to increase wetlands in the area for replacement of those lost by fill on Government Island.

The project apparently will be designed and let to contract by OSHD, at a cost not to exceed $15,000. The FHWA has agreed to participate in this as a part of the I-205 project.

If anything further is needed for programming, please let me know.

GAP:ss

cc: E. S. Hunter
R. N. Bothman
J. H. Versteeg

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STATE HWY ENGR
FEB 16 '77
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FOR
Info | Invest | R/D | D/R | Sec'y | Act | File

ROBERT W. STRAUB
GOVERNOR

*Department of Fish and Wildlife*
OFFICE OF THE DIRECTOR
1634 S.W. ALDER STREET, PORTLAND, OREGON 97208

January 20, 1977

Mr. E. S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
129 Transportation Building
Salem, OR 97310

Dear Mr. Hunter:

This is in response to your letter and draft agreement of November 30, 1976 regarding wetland mitigation on Sauvie Island for Interstate 205.

I have discussed this with both our field personnel at Sauvie Island and our fiscal personnel at this office. I have concluded that we would not be able to undertake this project by force account without sacrificing our planned program. We do not have the capabilities to hire additional people to do the job. Even if we were able to do the work ourselves, the funds you would provide would not go back to the Sauvie Island project, because of complicated fiscal procedures.

I am suggesting, therefore, that the Oregon State Highway Division consider completing the project with your equipment and manpower along with direction and assistance of our Department. We will be most happy to work with you on completing this project.

If you wish to discuss this, please contact me at 229-5551. I will be happy to be of any assistance.

Sincerely,

D. E. Sanford
Staff Biologist
Wildlife Development

1-22-77

RECEIVED
STATE HWY ENGR
JAN 21 '77
REFER TO
FOR
Insp. | Invest. | R/D | D/R | Sign | Act | File

mp

cc: Frank Newton, Sauvie Island

November 30, 1976

Dr. John Donaldson, Director
Oregon Department of Fish and Wildlife
1634 S. W. Alder Street
Portland, OR 97208

Dear Dr. Donaldson:

Wetlands Mitigation
Interstate 205

As you probably know, the Oregon Highway Division has recently received approval to begin construction for completion of Interstate 205. As part of that project, we have agreed in the Final Environmental Statement to providing funds for a Wetlands Mitigation project on Sauvies Island.

Our staffs have worked together on this project, in conjunction with the U.S. Fish and Wildlife Service.

I am sending a preliminary copy of the agreement to you for your review and comment prior to finalizing and processing for signatures. If you have any questions, please contact Gary Potter at 378-8486 for information.

We are pleased to have arrived at an equitable solution, and I hope we can pursue this matter to completion.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachment

bc H. S. Coulter
R. N. Bothman (enc.)
Gary Potter
Bob Ellison "
Frank Terpin "
GAP:sz ja

ROUGH DRAFT

PRELIMINARY ONLY
SUBJECT TO CHANGE

November 18, 1976

#5946

# A G R E E M E N T

THIS AGREEMENT, made and entered into this _____ day of _____, 1976, (by and between the STATE OF OREGON), by and through its Department of Transportation, Highway Division, hereinafter "DIVISION" and the Oregon Department of Fish and Wildlife, hereinafter "WILDLIFE".

## W I T N E S S E T H :

WHEREAS,

WHEREAS, one of the important resources of the State of Oregon is its wetlands; and

WHEREAS, it is desirable to preserve wetlands whenever possible; and

WHEREAS, an unavoidable effect of construction of the Interstate 205 Freeway in/Portland area will take an existing wetland on Government Island; and

WHEREAS, it is desirable to replace the taken wetland with another wetland area located at Pete Slough on Sauvies Island by constructing a water level control structure; and

WHEREAS, the Divison lacks the personnel and facilities to construct such a structure; and

WHEREAS, Wildlife has the facilities and can provide personnel to perform such work and has presented to Division evidence of willingness and ability to do such work; and

WHEREAS, the Federal Highway Administration has stated that this work would be eligible for participation in Federal funding; and

PRELIMINARY ONLY
SUBJECT TO CHANGE

WHEREAS, the site and affected lands are in public ownership.

NOW, THEREFORE, in consideration of these premises and of the mutual [redacted] covenants herein set forth, it is agreed by and between the parties hereto as follows:

I. Wildlife agrees to the following:

a. To construct a dam approximately two-hundred (200) feet in length, six (6) feet in height and have a mean cross-section of ten (10) square yards.

b. To construct an overlay of six (6) inch to twelve (12) inch rock.

c. To design the necessary tide gates. (and install?)

d. Wildlife shall have full control over the location, construction methods, materials, and timing of the project.

e. The facility shall be used for the benefit of public wildlife resources in accordance with ORS 496.012, the policies and goals of Wildlife.

f. To begin construction on the facility following notification to do so by Division.

g. Upon completion of the structure, the operation, maintenance and disposition of the facility shall be the sole responsibility of Wildlife.

II. Prior to construction should it become apparent that this project would not serve the best interests of the wildlife resources it is meant to benefit, Wildlife shall retain the right to cancel this agreement; in which case Division shall seek other means of mitigation, if required.

III. Division agrees to provide to Wildlife a sum not to exceed $15,000

PRELIMINARY ONLY
SUBJECT TO CHANGE

to construct the water level control structure. Any funds paid by Division but not expended by Wildlife shall be repaid to Division after construction is completed.

IV. The U.S. Fish and Wildlife Service, acting for the Department of the Interior, and having been a party in determining the proposed course of action, agrees that this facility as planned should serve as suitable recompense for the anticipated loss of wetlands on Government Island which would result from the construction of Interstate Highway 205.

(Need more budget information?)

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the date first above written.

The Oregon Transportation Commission, by a duly-adopted delegation order, authorized its Chairman or Vice-Chairman to act in its behalf in approving this contract. Approval for this contract was given on _____ by _____, which approval is on file in the Commission records. The delegation order also authroizes the State Highway Engineer to execute the contract on behalf of the Commission.

Last paragraph:

PRELIMINARY ONLY
SUBJECT TO CHANGE

This agreement was approved by the Oregon Transportation Commission on _____, at which time the [redacted] State Highway Engineer was authorized and directed to sign said Agreement for and on behalf of the Commission. Said authority is set forth in Volume _____, Page_____, Minute Book of the Oregon Transportation Commission.

APPROVED:

State of Oregon by and through its Department of Transportation Highway Division

_____
Deputy State Highway Engineer

_____
State Highway Engineer

APPROVED AS TO FORM:

OREGON DEPARTMENT OF FISH AND WILDLIFE

_____
Asst. Attorney General and Counsel

By:_____

(?) Approved this _____ day of _____, 1976.

For the Executive Department:

Concurred in:

U.S. FISH AND WILDLIFE SERVICE

_____

By:_____

11/29/76

NOTED
E. S. HUNTER

Mr. John W. Kincheloe
Field Supervisor
U.S. Fish and Wildlife Service
Portland Field Office
919 N.E. 19th Avenue
Portland, Oregon 97232

Re: I-205

Dear Mr. Kincheloe:

Per our phone conversation of this date, I am enclosing a draft of the agency agreement for wetlands mitigation on the subject project.

As stated in the approved Final EIS on the I-205 project, it is the Oregon Highway Division's intention to provide funding to the Oregon Wildlife Commission for construction of the wetlands mitigation project when construction of the I-205 bridge begins.

We would appreciate your comments on the agreement. If anything further is needed for the Department of Interior sign-off on the Corps 404 permit, please let me know immediately.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section

GAP:sz

Attachment

bc: E. S. Hunter ✓
R. N. Bothman
Bob Ellison w/attach

RECEIVED
STATE HWY ENGR
NOV 29 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 13, 1976

In reply refer to: 1041EC.1/090.1

SUBJECT: Oregon Project I-205
Wetland Mitigation

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

Mr. Hunter's September 2 letter outlined the tentative proposal that has been negotiated with the US. Fish and Wildlife Service and the Oregon Department of Fish and Wildlife for mitigation of wetland impacts which will result with the construction of the subject project.

This mitigation plan, a vital part of the total project, is certainly eligible for Federal participation under the I-205 project. Funding of the plan will of course depend upon the acceptance and approval of the total subject project. At the appropriate stage of development we would desire to review the plan, specifications and estimate of the proposed dam and tidal gates.

for G. L. Green

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Noted 9-15

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9-15-76

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 2, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

I-205 Wetlands (Government Island) Mitigation

The recently submitted FEIS for the I-205 project describes a potential mitigation measure for the impacted Government Island wetlands. A tentative proposal has been negotiated by the U.S. Fish and Wildlife Service, the Oregon Department of Fish and Wildlife and the Oregon State Highway Division.

The proposal is to construct an earthern dam across Pete Slough on the Sauvies Island Wildlife Area. The land is public and dedicated to wildlife, having been purchased by the Oregon Department of Fish and Wildlife under the Pittman-Robertson Act.

The plan has several anticipated wildlife benefits. The usable wetland area of Big and Little McNary Lakes will be increased far beyond the area of wetland affected by I-205. Water will be retained in these lakes farther into the autumn, increasing the value of the existing warm water fishery. Water storage capacity will be increased; this increased capacity is expected to allow the fall flooding of adjacent wildlife cropland to encourage waterfowl use.

The dam will be about six feet high and six hundred feet in length. Tide gates will be used to retain water behind the dam. The Oregon Department of Fish and Wildlife estimates the cost of construction at $10,000 to $15,000. The Department of Fish and Wildlife would construct the dam at our cost.

My purpose in writing to you is to seek your concurrence that this mitigation plan is eligible for Federal participation under the I-205 project. If you concur, we will proceed with the necessary agreements.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
L. W. Rulien
R. N. Bothman
Gary Potter
J. H. Versteeg
Walt Hart
Frank Terpin

PD:ds/ESHja

8905

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

NOTED
S. COULTER

Mr. Jun Shiratori, Manager
Rolled Steel Department
Sumitomo Shoji America, Inc.
606 South Olive Street
Los Angeles, CA 90014

February 1, 1977

Columbia River (I-205) Bridge
Bridge 9555

Your letter of January 26, 1977 requested plans and specifications for the Columbia River Steel Bridge Project. The information you have about the type of bridge to be constructed is apparently incorrect. The structure will be all concrete instead of steel as you indicate. The superstructure will be partly conventional poured-in-place concrete and partly post-tensioned prestressed segmental precast concrete.

Although it appears from your literature that you are more interested in steel structures than concrete, we will be happy to send you a copy of the plans and specifications for the Columbia River Bridge project after we advertise for bids. The advertisement will appear about the middle of February.

The cost of plans and specifications is $5 per set. Upon receipt of your check, we will send you plans and specifications or put your name on a list to receive plans and specifications when they become available.

Bidders on the project must be prequalified with the Oregon Highway Division at least ten days prior to bid opening.

Requests for plans or information on prequalifying should be sent to Mr. Cecil W. Head, Commission Services, 121 Transportation Building, Salem, OR 97310.

Thank you for inquiring about this project. Your interest is greatly appreciated.

R. W. Ellison
Acting Bridge Engineer

cc Cecil W. Head
H. S. Coulter

RECEIVED
STATE HWY ENGR
FEB 1 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Telephone
(213) 627-4783

WU 6-74234
ble "SUMITSHOJI" Los Angeles, Calif.

# SUMITOMO SHOJI AMERICA, INC.

LOS ANGELES OFFICE
606 South Olive Street, Los Angeles, California 90014

RECEIVED
STATE HWY ENGR
JAN 31 '77
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January 26, 1977

Department of Transportation
Highway Division
State Highway Bldg.
Salem Oregon 97310

Attn: Mr. H.S. Coutler, Engineer

RE: COLUMBIA RIVER STEEL BRIDGE PROJECT

copy in prd 5-3 S.

Dear Mr. Coutler:

Sumitomo Shoji America, Inc. is one of the largest Japanese trading companies in the world. We are very much interested in supplying steel bridges for the above-mentioned project to your most sucessful bidders. Could you kindly send us the plans and specifications for this project, and bill us for whatever it may cost?

We enclose, for your information, a brochure of bridges and steel structures, issued by the Japan Machinery Exporters' Association. In it, you will find pictures and information about the Yukon River Bridge, the steel bridge portion of which we supplied to the State of Alaska Highway Division.

We look forward to receiving the plans and specifications in the near future. Thank you very much for your cooperation in this matter.

Very truly yours,

SUMITOMO SHOJI AMERICA, INC
LOS ANGELES OFFICE

RECEIVED
JAN 31 1977
BRIDGE SECTION

JUN SHIRATORI, MANAGER
ROLLED STEEL DEPARTMENT

JS/mm

CONFIDENTIAL INFORMATION OWNED SOLELY BY McGRAW-HILL, INC. FOR USE ONLY BY CONTRACT. ALL OTHER USE WILL BE PROSECUTED.
Dodge Reports

ST 200 947 91 C

PL...
PRE-BID
1-14-77,

COLUMBIA RIVER STEEL BRIDGE (OR WA & FED HWY FUNDS) $145,000,000
MULTNOMAH CO OR & CLARK CO WA INTERSTATE HWY 205 NR PORTLAND OR & VANCOUVER WA
ON DES DEV-N CHANNEL SUB STR BIDDING ABT MAR-N CHANNEL SUPER STR BIDDING EARLY 1978-S CHANNEL STR BIDDING ABT SUMMER 1978-PAV ROADWORK SIGNING ILLUMINATION BIDDING ABT APRING 1980
OWNER-STATE OF OR HWY COMM H S COUTLER (ENGR) STATE HWY BLDG SALEM OR
PLANS BY OWNER
INCLS N CHANNEL SUB STR & FILL ABT $30,000,000-N CHANNEL SUPER STR ABT $57,000,000-S CHANNEL BR ABT $35,000,000 MISC PAV ROADWORK SIGNING ILLUMINATION ABT $6,000,000
NOTE: PROJECTS WILL BE REPTD SEPARATELY AS THEY DEVELOP

CONFIDENTIAL INFORMATION OWNED SOLELY BY McGRAW-HILL, INC. FOR USE ONLY BY CONTRACT. ALL OTHER USE WILL BE PROSECUTED.
Dodge Reports

8405

December 10, 1976

Mr. W. A. Bulley, Director
Washington Department of Highways
Highway Administration Building
Olympia, Washington 98504

Dear Bill,

Columbia River (I-205) Bridge
Bridge 9555

This is the annual updating of the status of events affecting the I-205 Columbia River Bridge project. Things seem to be rapidly coming to a head, and we are anticipating letting our first construction contract early in 1977.

The Final Environmental Impact Statement was approved in November and the Coast Guard's permit and Corps of Engineers' 404 permit have been approved. With these approvals in hand, it is only necessary to finalize the PS&E in order to clear the way for contracting.

Our consultant, Sverdrup & Parcel, have informed us they are preparing the PS&E documents for the Washington Approach Spans. These should be in your office by December 15. The PS&E documents for the North Channel substructure should reach this office by about the same time. With approval of the latter by both states and the Federal Highway Administration, we propose to advertise this project early in January for a March bid opening. This could be closely followed by a contract for the Washington Approach Spans administered by your staff. These initial contracts would be followed at the appropriate times by the North Channel Superstructure, the South Channel, and the Paving and Miscellaneous Contracts. Hopefully, the project would then be completed in early 1982.

One additional item still hanging fire is a new agreement between our respective states deleting several

sections of the present agreement. A copy of this agreement has been forwarded to your office for review. The new agreement would do much to simplify accounting procedures during the construction phase of this project.

Best Wishes for the Holiday Season,

E. S. Hunter
Deputy State Highway Engineer

cc Mr. R. L. Carroll
District Engineer
Vancouver, Washington

bc H. S. Coulter
R. L. Schroeder
R. N. Bothman
Walt Hart
Gary Potter
Walter Barrie
L. W. Rulien

PMO:dh/ESH:ja

8905

8

# OREGON STATE HIGHWAY DIVISION

NOTED
H. S. COULTER

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

December 1, 1976

Columbia River (I-205) Bridge
Bridge 9555 FHWA 1041BR
Review of Draft Specifications

This is in response to your memo of November 29 forwarding your Washington Office's comments on our preliminary special provisions for the subject structure. We are proposing to take the following actions:

Item 1 The Special Provisions have been corrected as suggested.

Item 2 The provisions permitting piling to remain in place above cutoff elevation will be deleted and payment made as set forth in our Standard Specifications.

Item 3 Plans will be revised noting the gasket as typical. The seal is not a structural element and the details shown are informational only, so no specifications are required for the seal.

Item 4 Plan will be revised to read "cut 2 1/2 inches from face...".

We believe that not permitting embedment above elevation 0 will eliminate the possibility of a patch popping out in the future causing an unsightly situation and some difficult maintenance work. This does not preclude blocking out for a strut and filling the opening completely.

As indicated in the comment, the details shown are schematic only. Following the method shown will not relieve the Contractor of submitting design calculations and details of his proposed cofferdams for State review.

Item 5 The Special Provisions will give the Contractor the option of filling the caisson voids between the seal and the distribution slab with Class 3300 concrete or granular material providing the necessary in-place weight.

We hope this answers your questions satisfactorily.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

cc H. S. Coulter
R. Jack Allen
C. G. Swenson

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9

# OREGON STATE HIGHWAY DIVISION

File BR. 9555

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

October 28, 1976

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NOTED
E. S. HUNTER

U. S. Corps of Engineers
P O Box 2946
Multnomah Bldg.
319 SW Pine
Portland, OR 97208

Attention Mr. Roy Brockschink

Dear Mr. Brockschink:

Columbia River (I-205) Bridge
Final Environmental Impact Statement
Notice in Federal Registrar

(Cor 21-2 I-205 Lewis & Clark Hwy - Foster Rd

Pursuant to my letter of October 12, 1976, I enclose for your information a copy of Pages 46641 and 46644 of the October 22, 1976 issue of the Federal Registrar. These pages give notice that the Final Environmental Impact Statement for the subject project was received by the Council on Environmental Quality on October 14, 1976.

As you know, the period for public review extends for thirty days beyond that date. It is my understanding that this clears the way for you to complete processing of our permit application.

We now plan to call for bids on the first contract for this project in December. Your timely issuance of a permit for the project will be appreciated.

Very truly yours,

Walter J. Hart
Bridge Engineer

R. W. Ellison
Bridge Administration Engineer

RWE/ag
Encls.
cc E. S. Hunter
R. N. Bothman
G. Potter
G. L. Green

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

# OREGON STATE HIGHWAY DIVISION

BR. 9555

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 12, 1976

ROBERT W. STRAUB
GOVERNOR

Commander
U. S. Coast Guard
13th Coast Guard District
Aids to Navigation Branch
Federal Bldg.
915 Second Ave.
Seattle, WA 98174

Attention A. B. Christensen

Gentlemen:

Columbia River (I-205) Bridge
Final Environmental Impact Statement

In accord with our telephone conversation today, I enclose for your use two copies (two volumes each) of the Final Environmental Impact Statement for the subject structure.

This statement was approved by the Federal Highway Administration on October 7, 1976. It was forwarded to the President's Council on Environmental Quality on the same date. I understand that the date of filing with the CEQ is the date it is received by them. The official filing date will be published in the Federal Registrar. I will inform you of that date when it becomes available to me.

It is my understanding that with receipt of the Environmental Impact Statement you have all the information you require to process the pending permit for the subject structure. If this is not correct, please let me know.

Very truly yours,

Walter J. Hart
Bridge Engineer

R. W. Ellison
Bridge Administration Engineer

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RWE/ag
Encls.
cc E. S. Hunter
R. Bothman
G. Potter
G. L. Green

8905

Form FHWA 121 (Rev. 6-73)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 10, 1976

SUBJECT: 1977 Interstate Needs Study
I-82 and I-205 Columbia River Crossings

In reply refer to: 1041BR/734.42

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer

We have reviewed Mr. Hart's submittal of August 25 supporting a unit cost of:

Approach spans at $57/sq. ft.
Main spans at $84/sq. ft.

for the Umatilla River crossing of I-82. We concur in those costs.

for G. L. Green

- not in Gen. Files

copies in
Con 21-1
Con 21-2
I-82

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9-13-76

WASHINGTON STATE
HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

Highway Administration Building
Olympia, Washington 98504 (206) 753-6005

K. L. Cypriano

AUG 16 1976

Daniel J. Evans - Governor
W.A. Bulley - Director

August 12, 1976

Washington State Department of Revenue
General Administration Building
Olympia, Wash. 98504

Attention: Don McCuiston

Gentlemen:

Reference is made to our telephone conversation of August 12, 1976 regarding a tax situation that we are encountering in the preparing of contract documents for construction of the Interstate 205 Bridge between Vancouver, Washington and Portland, Oregon. The proposed cost split for the project will be approximately 78% Oregon and 22% Washington.

As background information on this matter, you should be aware that Washington Department of Highways and Oregon representatives are attempting to locate a site on the Washington shore that could be optioned and included as a casting yard location common to all bidders. The first construction for the Interstate Bridge is now scheduled and would be for the north channel superstructure. The piers for the sub-structure will be pre-cast. The north channel superstructure will follow as a later contract and will probably involve pre-cast sections.

We need to give Oregon some information as to how tax applies for materials used in the bridge. Two specific items that we have been asked are as follows:

1. What would be the tax situation on pre-cast segments built on the Washington shore and incorporated on the finished structure on both the Oregon and Washington sides of the state line?

2. What would be the tax situation if a contractor elected to use an Oregon site for pre-casting the segments that were placed on the Washington shore?

H. Parker, Chairman, Bremerton
Howard Sorensen, Ellensburg
Virgina K. Gunby, Seattle
Julia Butler Hansen, Cathlamet
Lorna Ream, Spokane
Harold L. Bru[illegible]

We would appreciate your review of this matter and furnishing advice as to how the sales tax matter should be handled.

If you have any questions, please call me at 3-6010.

Very truly yours,

J. MILLIGAN
Finance Officer

JKM:mbd
cc: R. L. Carroll
GC-3585

8905

8

FORM E-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE August 12, 1976

TO Lou Grothaus
Regional Right of Way Supervisor
M E T R O

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Columbia River (I-205) Bridge
Main Channel Substructure
Option on Staging Area

We have been assigned the task of obtaining an option on 15 acres of land to be used finally as a staging area for the work on the Columbia River Bridge. I am attaching the correspondence which pertains to this option. Buz Morrell, Vancouver district construction engineer, has agreed in principle to their state participation on the early option process. The bridge is divided 77% and Washington 23%. The cost on the option which is nonparticipating will be the same ratio.

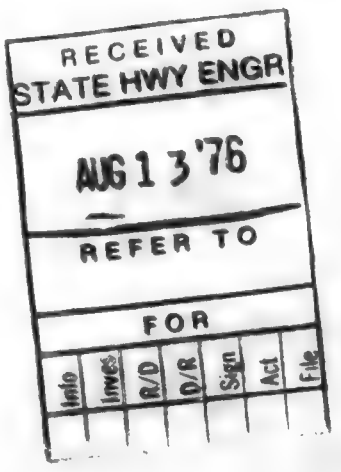
Please study the file and a prefix should be forthcoming shortly. If you have any questions regarding the details on the site, Mr. Bob Ellison of the Bridge Department will be available as he has done most of the investigation to the present time. We should expedite our actions in order to be fully prepared for the first contracts.

JBB:jc

Attachments

cc: Dick Carroll, P. E.
District Engineer
Washington Division of Highways
P. O. Box 1717
Vancouver, Washington 98663

E. S. Hunter
R. N. Bothman
Walt Hart



8905

# OREGON STATE HIGHWAY DIVISION

NOTED
E. S. HUNTER

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 21, 1976

RECEIVED
STATE HWY ENGR
JUL 22 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. T. G. Gray
Washington State Highway District Engineer
P. O. Box 52
Yakima WA 98901

Attention: Mr. Bill Hordan
District Location Engineer

Dear Sir:

Enclosed is a copy of the estimate of cost for the Columbia River Bridge on Interstate 82 near Umatilla for use in the 1977 Interstate Cost Estimate. It is intended that a 10 percent allowance will be made for quantities and it has been agreed that an additional allowance of 15 percent will be added for engineering and contingencies for the Oregon estimate.

The estimate is based on the same center line used in the 1974 Interstate Cost Estimate. The Oregon Division office of the Federal Highway Administration has agreed to using the line since final approval of the selected line has not been received and the cost is not expected to be substantially different.

The enclosed estimate uses a design based on segmentally post-tensioned concrete box girders similar to the design for the Interstate 205 Columbia River Bridge instead of the steel girder construction assumed for the 1974 Interstate Cost Estimate.

Very truly yours,

Frank E. Terpin
Location Engineer

Enc.

cc Ray Newell, Roadway Development, Highway Administration Bldg. Room 213, Olympia WA 98504 (w/att)
bc E. S. Hunter (w/att)
W. J. Hart "
Glen Green "
Jack Rowland

Form 81-734-3123

OREGON STATE HIGHWAY DIVISION - BRIDGE SECTION
ESTIMATE SHEET

Bridge Name Umatilla Xing of Columbia River County Umatilla Bridge No. 2230
Section and Station ~ Columbia River Highway I-82
Estimate Made By E.D. Abernathy Date 7-12-76 Checked By _____ Date _____
Description 4 Lanes, 8' Rdwy., Length = 4190' } 2000' Main Spans (590' Wash, 1410'-Oreg.)
2190' Appr. Spans (1,040' Wash, 1,150'-Oreg.)

Estimate From No Plans Sketch Completed Plans Drawing No.
(Strike out the ones which do not apply)
Calculation Book No. _____ Loading _____

| ITEMS | UNIT | QUANTITIES | | | COST | |
|---|---|---|---|---|---|---|
| | | Substrct. | Superstrct. | Total | Rate | Amount |
| Mobilization | All | | | | | |
| Shoring, Cribbing, etc. | All | | | | | |
| Structural Excavation | Cu.Yd. | | | | | |
| Excavation Below Elev. Shown | Cu.Yd. | | | | | |
| Untreated Timber Piling (No. ) | Lin.Ft. | | | | | |
| Treated Timber Piling (No. ) | Lin.Ft. | | | | | |
| Steel Piling (No. ) | Lin.Ft. | | | | | |
| Prestr. Conc. Piling (No. ) | Lin.Ft. | | | | | |
| Furnish Pile Driving Equipment | All | | | | | |
| Drive Timber Piling | Lin.Ft. | | | | | |
| Drive Steel Piling | Lin.Ft. | | | | | |
| Drive Prestressed Conc. Piling | Lin.Ft. | | | | | |
| Structural Concrete Class | Cu.Yd. | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| Metal Reinforcement | Lbs. | | | | | |
| | | | | | | |
| Structural Steel | Lbs. | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| Prestressing Steel | Lbs. | | | | | |
| Prestr. Conc. ( ) | Each | | | | | |
| | | | | | | |
| Washington - Main Spans | Sq.Ft. | 590 × | 84' = | 49560 | $80.00 | 3,964,800 |
| Approach Spans | Sq.Ft. | 1,040 × | 91' = | 94,360 | $57.00 | 5,379,520 |
| Rail # | Lin.Ft. | | | | | $9,944,320 |
| | | | | | | |
| Slope Paving (incl. preparation) | Sq.Yd. | | | | | |
| Slope Paving Curb | Sq.Yd. | | | | | |
| Drain Pipe | Lin.Ft. | | | | | |
| Berm Paving | Sq.Yd. | | | | | |
| R.C. End Panels | Sq.Yd. | | | | | |
| Expansion Jts. | Lin.Ft. | | | | | |
| | | | | | | |
| Electric Conduit | Lin.Ft. | | | | | |
| Membrane Waterproofing | Sq.Yd. | | | | | |
| Oregon - Main Spans | Sq.Ft. | 1410 × | 84' = | 118440 | $80.00 | $9,475,200 |
| Approach Spans | Sq.Ft. | 1,150 × | 91' = | 104,650 | $57.00 | $5,965,050 |
| | | | | | | $15,440,250 |
| Removal of old Bridge | All | — | — | — | — | |
| Maintenance of Traffic | All | — | — | — | — | |

Subtotal _____
Plus _____ Percent for Engineering & Contingencies
TOTAL COST $ 23,926,000

EXIST. BRIDGE

Washington

1,630'

Oregon

$8,944,000

$14,981,000

110

120

Proposed bridge

WASH.

ORE.

EXIST. BRIDGE

140

30'

Oregon

2,560

#14,981,000

120'

140

Proposed bridge

OR.

Form 81-734-3136

Oregon State Highway Divi
BRIDGE DESIGN UNIT

Sheet 1

Bridge Umatilla Crossing of Columbia River (I-82) County Umatilla

Calculations by GDA Date 7-12-76 Bridge No.

SP*67746-734

## Cost Estimate Data

Approach Spans

Use I 205 South Channel X'ing of Columbia River for cost data — similar spans, profile, assumed structure type (Precast Post-Tensioned Segmental Reinforced Concrete, because of economics)

Cost = $57/ft² (See attached sheet 1A)

Main Spans

Use Washington Approach Spans & Main Channel Crossing of Columbia River, I 205, for cost data - similar profile, structure type (economics)

Cost = $80/ft² (See attached sheet 1A)

Form 81-731-3138

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet 1A

Bridge Columbia River Bridge (I 205) County Multnomah

Calculations by GDA Date 2-12-76 Bridge No. 9555

SP*67746-734

To determine square foot costs 1975 without Engr. & Cont.

Washington Approach Structure

Area NB - 1,000' Taper, 764' Normal; Area SB - 1400' Taper, 356' Normal

Area NB = $\frac{1}{2}(109+72)(1000)+(72)(764)$ = 145,500 ft²

Area SB = $\frac{1}{2}(99+72)(1400)+(72)(356)$ = 145,300 ft²

Total Area = 290,800 ft²

Cost $C = \frac{\$22{,}500{,}000 \text{ Str.} + \$700{,}000 \text{ Misc}}{290{,}800}$

$C = \$79.78/ft^2$ Use $\$80/ft^2$

Main Channel Structure

Area = $(8310' - 2537' - 60')(2)(72)$ = 822,700 ft²

Wash-Superstr. Ore-Superstr. Wash-Substr. Ore-Substr.

Cost $C = 11{,}700{,}000 + 33{,}600{,}000 + 4{,}800{,}000 + 12{,}700{,}000$

Wash-Misc Ore.-Misc

$+ 300{,}000 + 1{,}400{,}000$

$= \$64{,}500{,}000$

$C = \frac{64{,}500{,}000}{822{,}700}$

$= \$78.40/ft^2$ Use $\$80/ft^2$

South Channel Structure

Area = 450,000 ft²

Cost $C = \frac{24{,}300{,}000 + 1{,}000{,}000}{450{,}000}$

$= \$56.22/ft^2$ Use $\$57/ft^2$

8905

# OREGON STATE HIGHWAY DIVISION

NOTED
E. S. HUNTER

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 21, 1976

RECEIVED
STATE HWY ENGR
JUL 22 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. R. L. Carroll, District Engineer
Washington State Highway Department
P. O. Box 1717
Vancouver WASH 98663

Attention: Mr. Keith Ahola, Planning Engineer

Dear Sir:

Enclosed is a copy of the estimate of cost for the Columbia River Bridge on Interstate 205 between Portland and Vancouver for use in the 1977 Interstate Cost Estimate. It is intended that 10 percent allowance for quantities will be added and it has been agreed that an additional allowance of 15 percent will be made for engineering and contingencies for the Oregon estimate.

The estimate has been reduced in red pencil to reflect the 1975 cost base and the elimination of quantity allowances. Otherwise, the estimates shown are from the latest plan available for the structure.

Very truly yours,

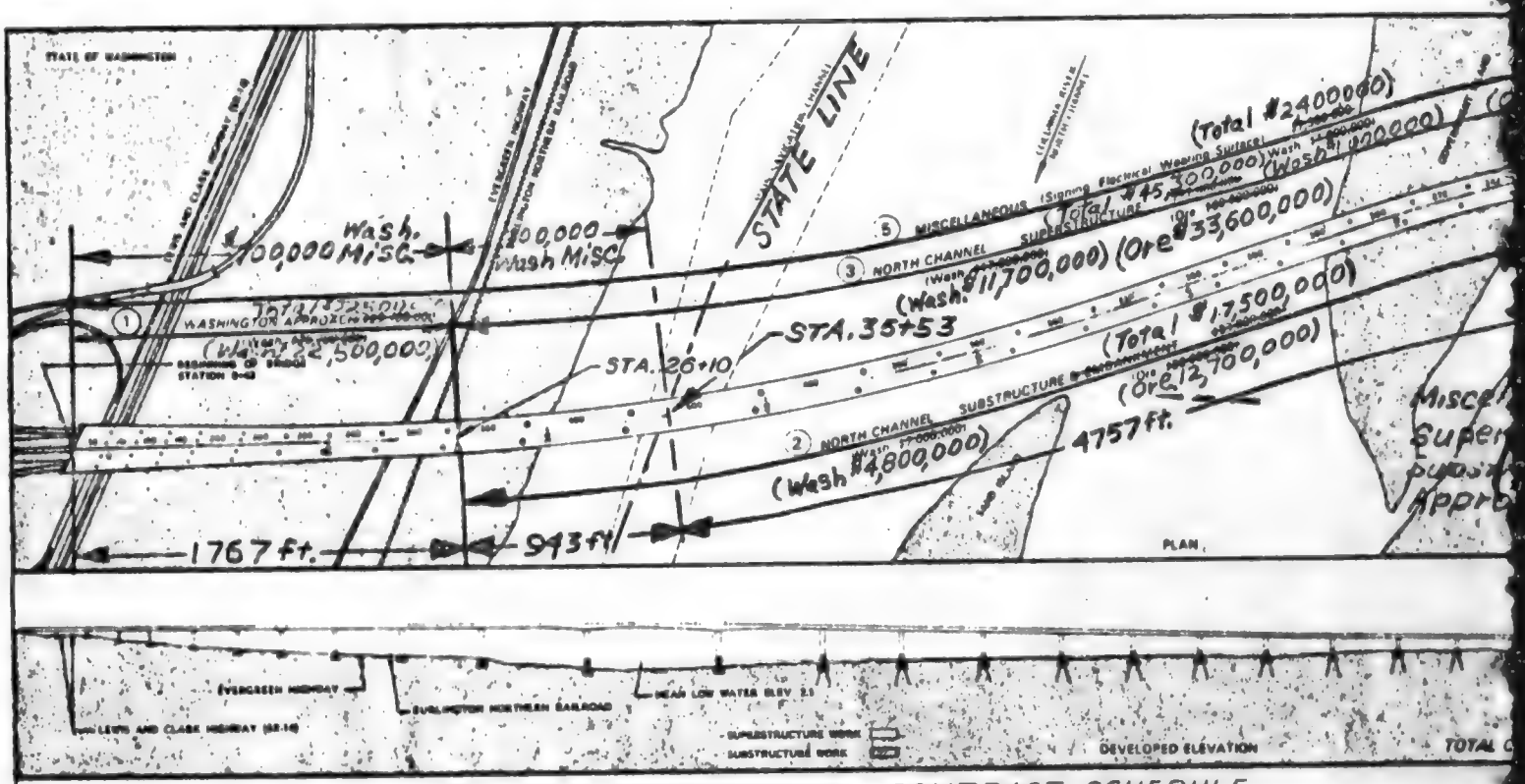
Frank E. Terpin
Location Engineer

Enc.

cc Ray Newell, Roadway Development, 213 Highway Administration Building
Olympia WA 98504

JR:mc
bc E. S. Hunter (w/att)
W. J. Hart "
Jack Rowland (w/o att)
Glen Green (w/att)

Form 81-734-3123

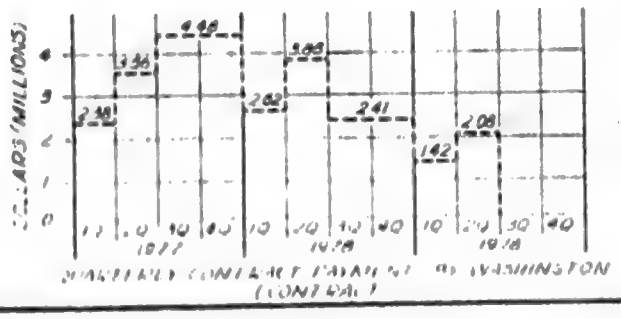


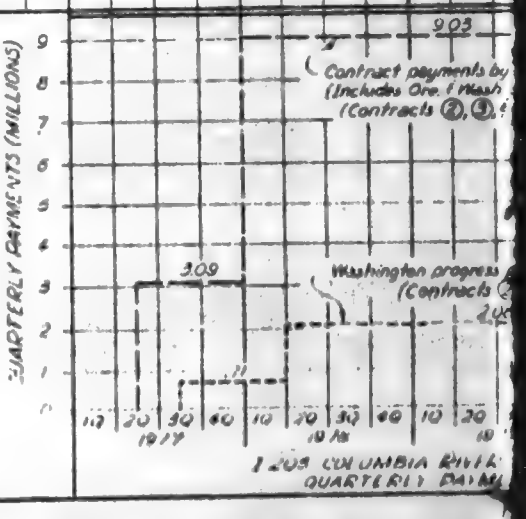

## ESTIMATED CONSTRUCTION CONTRACT SCHEDULE

| CONTRACT NO. | CONTRACT | ENGINERING EST. x $10^6$ |
|---|---|---|
| ~~1~~ | ~~WASHINGTON APPROACH SPANS 1 THRU 10~~ | ~~$23.2~~ $25.7 |
| ~~2~~ | ~~NORTH CHANNEL SUBSTRUCTURE & EMBANKMENT ON SCHEAMINEMT ISLAND~~ | ~~19.3~~ |
| ~~3~~ | ~~NORTH CHANNEL SUPERSTRUCTURE~~ | ~~$11.0~~ |
| ~~4~~ | ~~SOUTH CHANNEL BRIDGE~~ | ~~$38.0~~ |
| ~~5~~ | ~~MISC (PAVING, SIGNING, & ILLUMINATION)~~ | ~~$7.5~~ |

YEAR: 1976 | 1977 | 1978 | 1979
QTR.: 3 4 | 1 2 3 4 | 1 2 3 4 | 1 2

ADVERTISING PERIOD
CONTRACT PERIOD

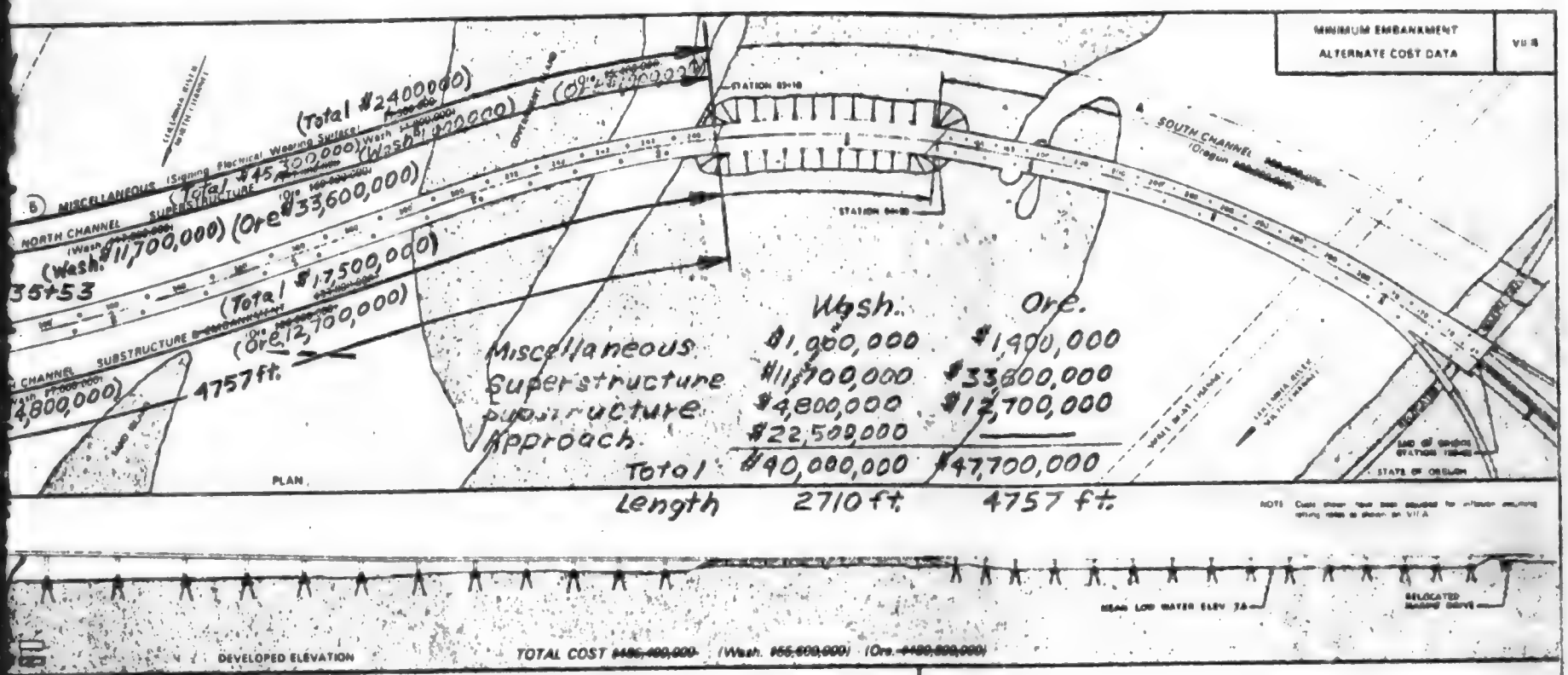


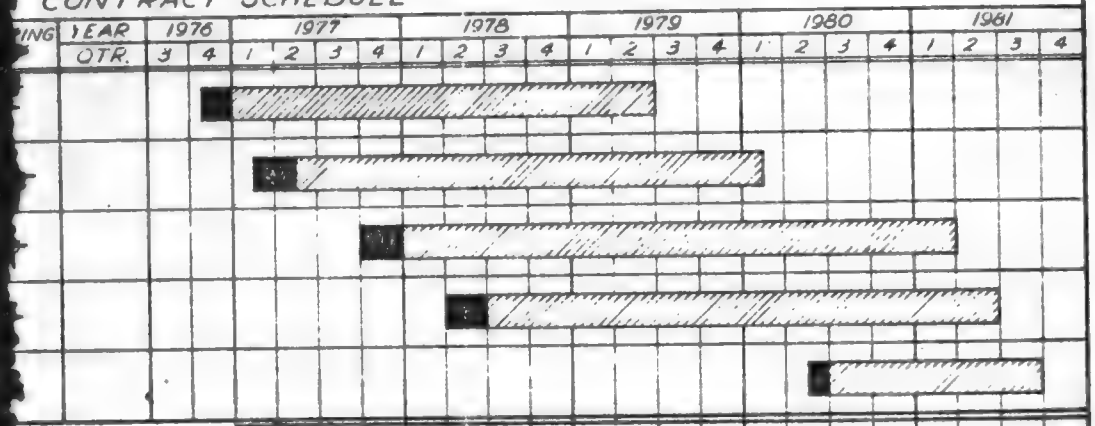

WASHINGTON CONTRACT PAYMENTS
(CONTRACT)

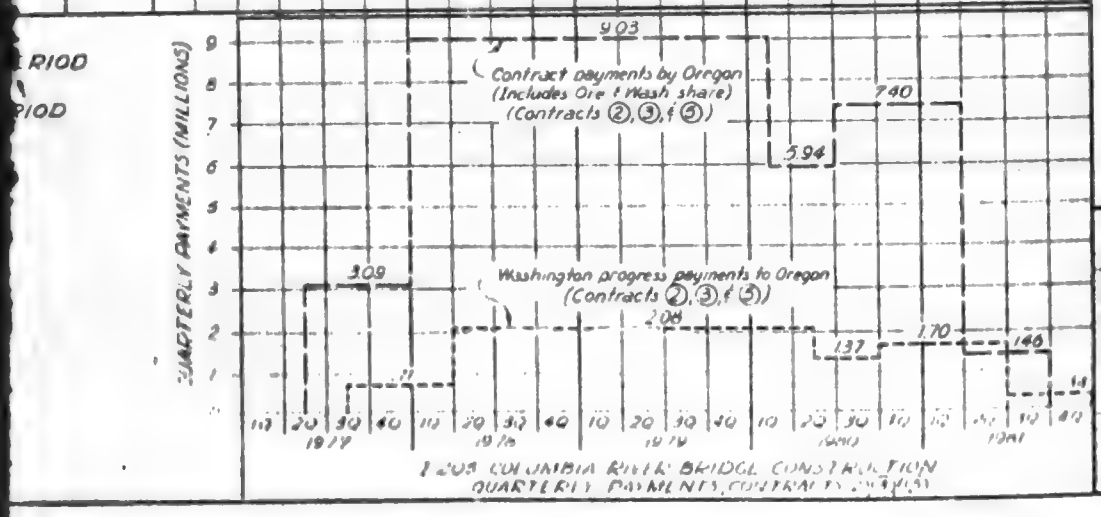
I-205 COLUMBIA RIVER
QUARTERLY PAYM

MINIMUM EMBANKMENT ALTERNATE COST DATA — VII B

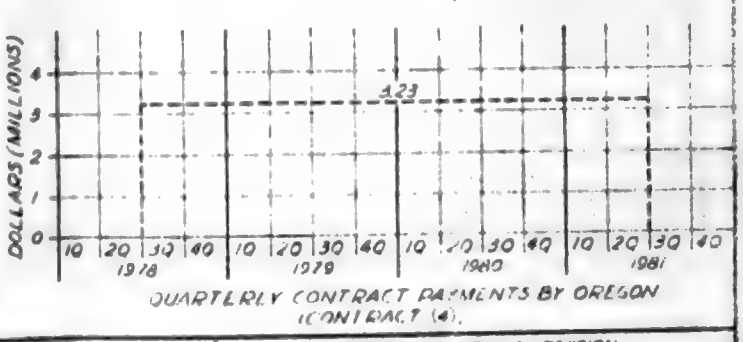



## CONTRACT SCHEDULE




NOTE:
All estimates are based on 1975 prices ~~inflated at an annually compounded rate of 10% to contract date shown~~
with no allowance for quantities or E&C




APPROVED
BRIDGE ENGINEER
DESIGNED
DRAWN K. Ellestad
CHECKED
REVIEWED
REVIEWED
DATE REVISIONS

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

I-205
COLUMBIA RIVER BRIDGE

ESTIMATED CONSTRUCTION SCHEDULE WITH QUARTERLY CONTRACT PAYMENTS

DATE 7-15-76 SHEET 1 OF 1
BRIDGE NO 07-26 (I-205) DRAWING NO

7-15-76

8905.


# OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR


File BR. 9555


HIGHWAY BUILDING • SALEM, OREGON • 97310


July 20, 1976

Mr. R. L. Carroll
District Engineer
Washington Department of Highways
4200 Main St.
P O Box 1717
Vancouver, WA 98663

Dear Mr. Carroll:

Columbia River (I-205) Bridge

On August 1, 1973, a meeting was held in your office concerning turbidity in the Columbia River resulting from construction of the proposed I-205 Bridge. In attendance were members of Washington's Game Department, Department of Fisheries, Highway Department, Department of Ecology and the Oregon Highway Division.

Those present indicated that they would go along with the restrictions as imposed by the Oregon Fish Commission. They requested that such restrictions, when determined, be presented to them for review and approval.

Finally after several meetings and testing of river turbidity under difficult conditions the Oregon agencies have determined the water quality restrictions which are to be imposed on the bridge construction work. These restrictions are as follows:

1. River excavation within 200 feet of a shore line shall not be done during the months of March, April and May unless approved by appropriate agencies.

2. Use of precast type piers as well as piers constructed using conventional cofferdam methods is satisfactory.

3. Precast piers to be sealed around the bottom and at joints between sections to prevent leakage of fresh concrete into the river.

4. Between March 1 and October 1, when the river discharge is less than 300,000 cfs, the turbidity level in the turbidity plume 1,000 feet downstream from any phase of project activity shall not be greater than 10 JTU's (Jackson Turbidity Units) above upstream background levels. When the river discharge is greater than 300,000 cfs, turbidity measured in the same manner shall not exceed 20% above upstream background levels.

5. Between October 1 and March 1 the best practicable construction practices shall be employed to minimize turbidity.

6. Turbidity measurements in JTU's shall be taken daily at 200 feet upstream and 1,000 feet downstream from each significant turbidity causing activity during the daily peak period of turbidity generation. Resulting turbidity data shall be submitted to the Department of Environmental Quality monthly for the project period covering in-stream construction activities.

These restrictions will appear in the specifications for this project, in the Corps of Engineers Permit, or in the Oregon State Land Board Permit.

In order to tie up the loose ends in this matter, I would appreciate it if you would obtain the Washington Agencies' approval of these restrictions.

For your information I enclose a copy of the memorandum for the August 1, 1973 meeting with the Washington Agencies.

Very truly yours,

Walter J. Hart
Bridge Engineer

R. W. Ellison
Bridge Administration Engineer

RWE/ag
Encl.
cc E. S. Hunter
R. N. Bothman
G. Potter
P. M. Oakley
J. E. Backstrand

RECEIVED
STATE HWY ENGR
JUL 20 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8905

8

July 1, 1976

Mr. G. L. Green, Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

copy in
Ina 13-2

Dear Mr. Green:

We feel it would be desirable to install a permanent traffic recorder station on the I-205 Interstate Bridge. The counter would be useful for both engineering and planning purposes by monitoring the new traffic patterns that will develop. Please consider this letter as a request for including such a station in the project as a participating Interstate funded item.

Due to the specialized nature of the equipment and work involved and since the State has the necessary expertise, we feel it would be in the best interest of all concerned for the State to supply the equipment and make the installation. The cost of the installation is estimated to be $6,600.00.

Your favorable response is requested.

Very truly yours,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

bc H. S. Coulter
E. S. Hunter
R. N. Bothman
L. E. George
RDT:rj: ab

8905

9

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 2, 1976

In reply refer to: 1041BR

SUBJECT: Oregon Project I-205-7(2)302
Settlement Instrumentation
Columbia River Bridge Fills

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
ATTN: Mr. W. Hart

Attached is a copy of specifications for settlement platform instrumentation. We recommend two or three of these platforms be placed where fill is required and consolidation is expected on the Oregon ends of the Columbia River Bridge. Also it would appear desirable to instrument the flood plain fill area east of the airport. This will assist in verifying the assumptions for settlement.

for G. L. Green

Attachment:
specifications for platform instrumentation

RECEIVED
STATE HWY ENGR
JUN 3 '76
REFER TO
FOR
Info | Invest | R/D | [illegible] | Sign | Act | File
X

700 Jo-
David

File Instrumentation Specs
"Settlement Plate" 210



April 24, 1975

SUPPLEMENTAL SPECIFICATION

SECTION 210 -- INSTRUMENTATION

This specification provides for piezometers to be furnished by the Contractor and for settlement platforms.

## DESCRIPTION

1.1 Work in connection with settlement platforms shall consist of furnishing, installing, and maintaining settlement platforms, including the required risers, shown on the plans or ordered, in order to measure total settlement of compressible soils. The units shall conform to all details shown on the attached drawing.

1.2 Work in connection with piezometers shall consist of furnishing all necessary materials for the installation of the piezometers as shown on the plans or as ordered. These piezometers will be used to monitor the pore pressures of the underlying clay strata.

1.2.1 The piezometers will be installed by the Engineer utilizing personnel of the Materials and Research Division.

## MATERIALS

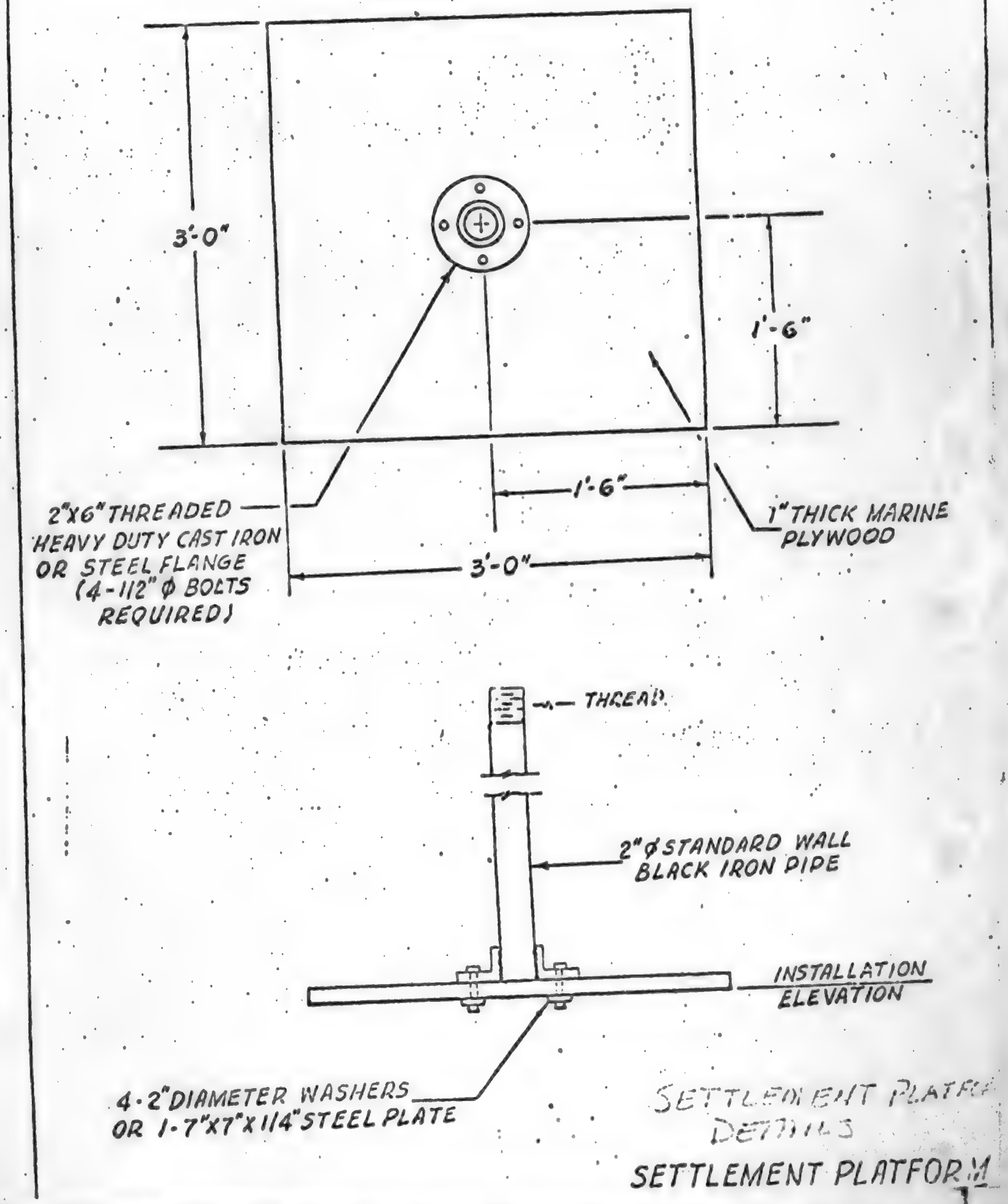
2.1 SETTLEMENT PLATFORMS.

2.1.1 The base of the settlement platform shall be constructed of 1" thick marine plywood.

2.1.2 Each settlement platform shall be supplied with enough 5-foot lengths of riser pipe to extend 2 feet above the proposed fill. Riser pipe shall be 2-inch diameter standard wall black iron pipe, threaded both ends. The riser shall be connected to the base through the use of a 2" x 6" thread heavy duty cast iron or steel flange. Sufficient couplings to make the installation shall be provided for each settlement platform.

2.2 PIEZOMETERS.

2.2.1 Piezometer points shall consist of 18-inch long perforated brass pipe surrounded by bronze filters, approximately one inch in outside diameter, and attached to a conical drive point. They shall be equivalent to Geonor M-206 piezometers, recoverable after use. The local U. S. supplier is Soil and Rock Instrumentation, Tower Road Park, 30 Tower Road, Newton Upper Falls, Mass. 02164.




SETTLEMENT PLATFORM DETAILS

# SETTLEMENT PLATFORM

2.2.2 Riser pipe shall be polyethylene plastic tubing 1/4-inch ID and 3/8-inch OD in lengths corresponding to the depth at which the piezometer will be installed. Kinked or misshapen tubing will not be accepted. Sufficient couplings for this tubing shall be provided to extend the tubing in 5-foot increments through the proposed fill. Couplings shall have the same 1/4-inch ID as the tubing.

2.2.3 Extension pipe shall consist of a minimum of 10 feet of drill rod size E to be attached to the piezometer tip. This E-rod shall have external threads (1-inch pipe threads) on the top end. Additional lengths of extension pipe shall consist of 5-foot lengths of 1-inch diameter black iron pipe, threaded both ends. Sufficient pipe and couplings shall be provided to extend the pipe to 5 feet above the proposed fill height.

## CONSTRUCTION REQUIREMENTS

### 3.1 SETTLEMENT PLATFORMS.

3.1.1 Bases shall be assembled and sufficient riser pipe shall be available to install the settlement platforms before work in the area of installation may begin. Settlement platforms shall be installed at the elevations ordered before any filling operation proceeds. Separate excavation operations to install platforms after fill is in place will not be allowed.

3.1.2 To secure and protect them, the settlement platforms should be mounded with fine material immediately after installation of the platform and the bottom section of riser.

3.1.3 Lengths of riser pipes shall be installed to keep the top of the pipes between 2 feet and 7 feet above the fill lifts. In case the platforms are set in water, the first riser shall be long enough to extend above the water. Riser pipes shall be installed within 2° of vertical. All connections shall be wrench tightened.

3.1.4 File cuts, used to determine the distance from the top of the riser pipe to the base plate, shall be made at regular intervals on the outside of the pipe.

3.1.5 Settlement platforms, including the riser pipes, shall be maintained by the Contractor at all times. Conspicuous railings or other protective devices shall be installed and maintained around the platforms and risers. Great care shall be exercised in placing and compacting the embankment adjacent to the platforms, to maintain the reference pipes in a vertical position. Any disturbance of this item, other than normal settlement, shall be corrected. In case any pipes are bent, broken off, or otherwise disturbed, they shall be immediately repaired or replaced as ordered. Unless and until the Engineer determines that the installation is irreparable, all construction activity in the area of any damaged installa-

3.1.6 When the Engineer considers that no further use exists for certain settlement platforms, he may direct that the tops of riser pipes shall be cut off and plugged or the top sections removed and plugged. The tops of riser pipes in the subgrade area shall be cut off not less than 2 feet below subgrade.

3.2 PIEZOMETERS.

3.2.1 The Contractor shall cooperate to allow the Engineer to install the piezometers. After they have been installed and subsequent to each extension, the Contractor will be responsible for preserving their integrity at all times. Any disturbance of piezometers shall immediately be brought to the attention of the Engineer. Damaged or destroyed piezometers shall be repaired or replaced and reinstalled as ordered at the Contractor's expense.

3.2.2 Arrangements shall be made with the Engineer to allow him to make the necessary extensions as the fill is being brought up to grade.

## METHOD OF MEASUREMENT

4.1 Settlement platforms and piezometers will each be measured by the number of units.

## BASIS OF PAYMENT

5.1 The accepted quantity of settlement platforms will be paid for at the contract unit price per each complete in place. No payment will be made for any settlement platform which did not yield the required information because of the Contractor's action or negligence. No extra payment will be made for excavation required under 3.1.5.

5.2 The accepted quantity of piezometers furnished as called for on the plans or ordered, whichever is greater, will be paid for at the contract unit price per each complete in place.

5.2.1 At the completion of the contract, all piezometers, riser pipe, and extension pipe shall become the property of the State.

Pay items and units:

| | | |
|---|---|---|
| 210.1 | Settlement Platforms | Each |
| 210.21 | Furnishing Piezometers | Each |

8405

9

I-205

Approvals Required from Federal and State Agencies

| FEDERAL AGENCY | TYPE OF APPROVAL |
|---|---|
| - U.S. Coast Guard | Bridge permit |
| - U.S. Department of Transportation Federal Highway Administration | Environmental statement and 4(f) on Government Island |
| - U.S. Department of Interior | 4(f) on Government Island |
| - Corps of Engineers | Water quality and dredging |
| - Council on Environmental Quality | Need to file EIS only but 30 day waiting period required. |

| STATE AGENCY | |
|---|---|
| - Department of Environmental Quality | Indirect Source Permit (Air Quality) |
| - Division of State Lands | Fill and dredging (have preliminary permit) |

GAP:ss
5-25-76

NOTE
D. KLAS

8905

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

BR 9555

March 23, 1976

Mr. R. L. Carroll
District Engineer
Washington Department of Highways
P. O. Box 1717
Vancouver, WA 98663

NOTED
E. S. HUNTER

cy Perkins (ltr)
3-24-76

Dear Mr. Carroll:

Columbia River (I-205) Bridge
North Channel Structure
Bridge 9555
Right-of-way

Attached for your information is a copy of our right-of-way map for the subject project. As indicated by the map, we are acquiring 200 feet of right-of-way on each side of centerline for that portion of the project south of the state line.

It is assumed that the State of Washington is acquiring a similar strip of right-of-way for construction of that portion of the structure north of the state line.

I would appreciate receiving information relative to the width of right-of-way being acquired for the north channel crossing in Washington in order that it may be included in the constract documents.

Very truly yours,

ORIGINAL SIGNE
WALTER J. HART

Walter J. Hart
Bridge Engineer

RECEIVED
STATE HWY ENGR
MAR 22 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RWE:dh
Attachment

cc W. A. Bulley /w/ attach.
E. S. Hunter /w/ attach.
R. N. Bothman /w/ attach.
Robert Ewen /w/ attach.
J. H. Versteeg /w/ attach.
P. M. Oakley /w/ attach.
J. E. Backstrand /w/ attach.

COUNTY LOCATED LINE SCALE: 1"= 500' DRG. NO. AB-13-58

COLUMBIA RIVER SECTION EAST PORTLAND FREEWAY MULTNOMAH

OREGON STATE HIGHWAY DIVISION

Located Line

# COLUMBIA RIVER SECTION

## EAST PORTLAND FREEWAY

## MULTNOMAH COUNTY

Scale: 1 inch = 200 feet

Traced by A.L.D. MARCH, 1976

GRID BEARINGS-NORTH ZONE

DRG. NO. 9B-13-28

ACCESS CONTROL LINE ———————— — — ————————

OREGON STATE HIGHWAY DIVISION

Located Line

# COLUMBIA RIVER SECTION

## EAST PORTLAND FREEWAY

### MULTNOMAH COUNTY

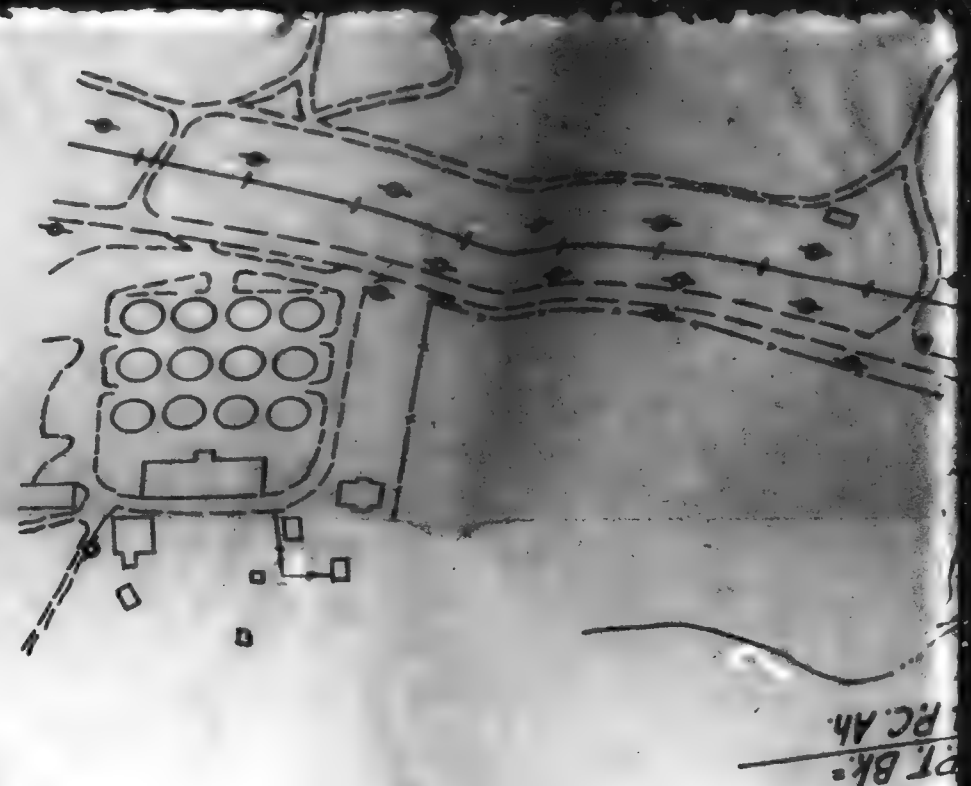
Scale: 1 inch = 200 feet

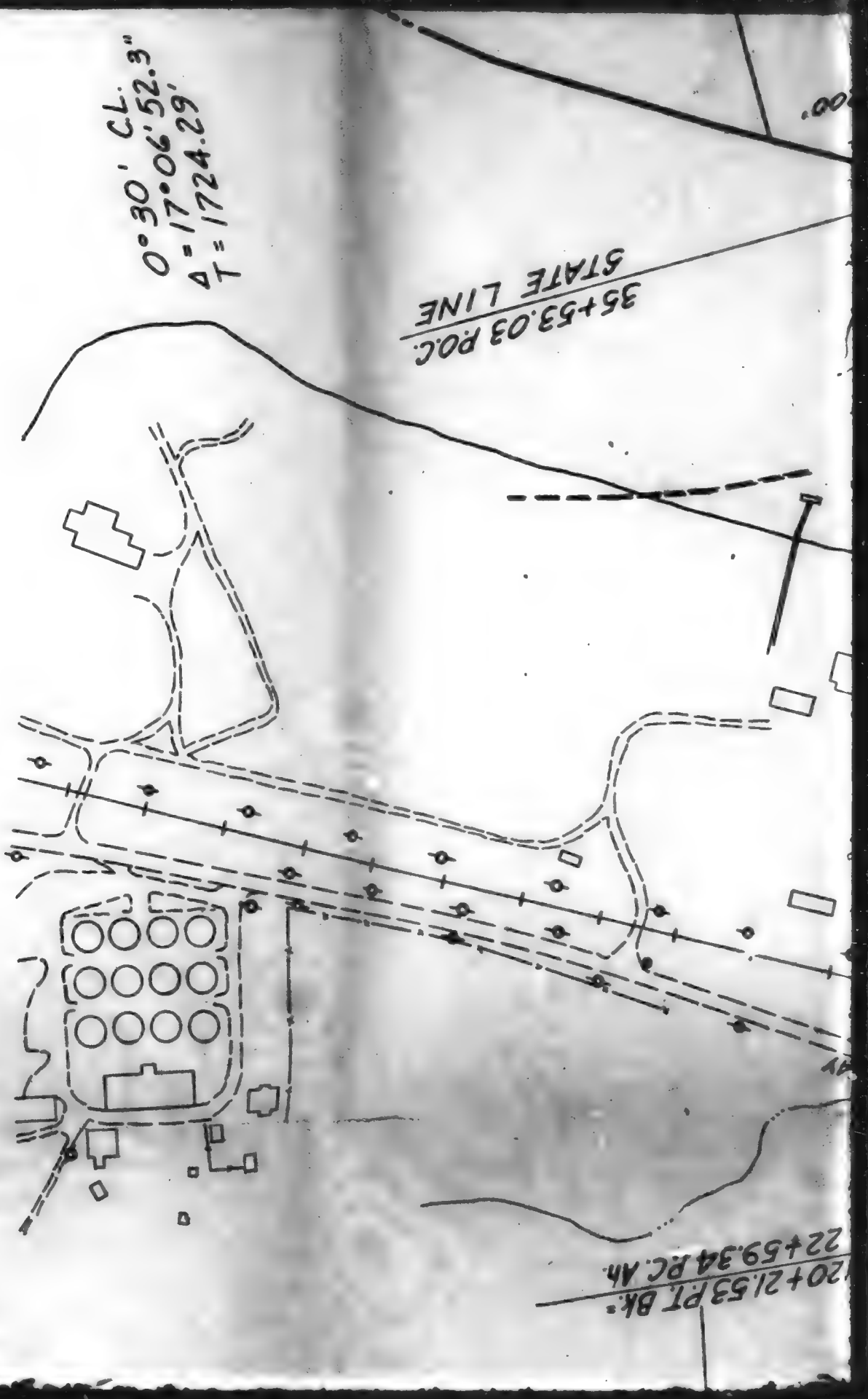
Traced by A.L.D. MARCH, 1976

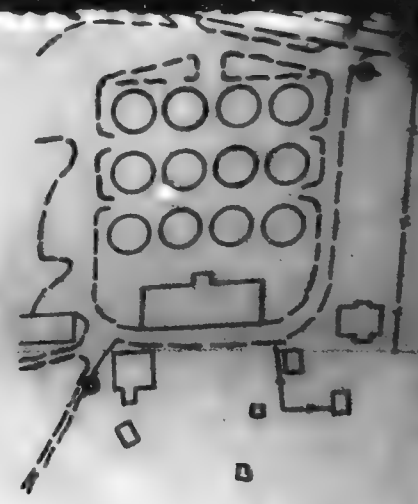
GRID BEARINGS-NORTH ZONE

DRG. NO. 9B-13-28

ACCESS CONTROL LINE _____ _ _____ _ _




0°30' CL.
Δ = 17°06'52.3"
T = 1724.29'
35+53.03 P.O.C.
STATE LINE
20+21.53 PT BK.
22+59.34 P.C. Ah.



53 PT. Bk.
34 PC. Ah.

E. 1,478,000

N. 710,000

Z

RIVER

56+82.25 P.T.

State Land Board

48920

58.6 Ac. ± Total

S

Note: Island Location Based on Aerial Photography Dated 1-30-76

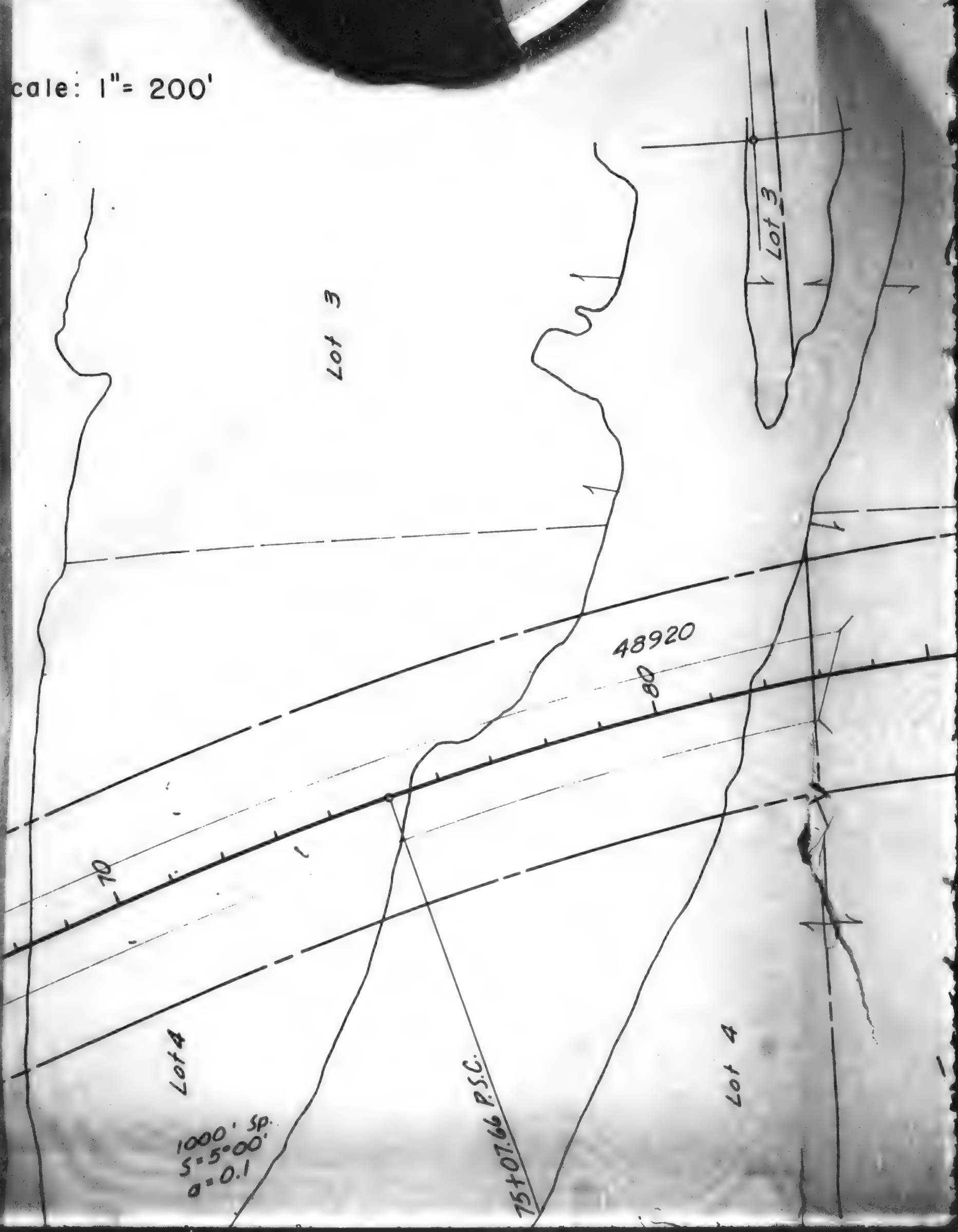
56+82.25 P.T.

S 22° 04' E

60

P.S.

cale: 1"= 200'



Lot 4

Lot 3

10

ISLAND.

Lot 2

200'

200'

90

N. 703,698.40
E. 1,678,110.00

Lot 1

100

110

State Land Board
48920

10

15

1°00' C.R.

698.40
110.80

T.1N., R.2
9B-1
Scale: 1"

RIVER

110

d Board
0

120

200'

200'

2 E., W.M.
3-28
= 200'

Willington
504-858

Widing
2137-644

N.E. 112TH AVE.

Voth
1867-29
186-260

Bennard
629-1544

(113)

130

0.5 H.O

L. QUIMBY NO. 41

L. QUIMBY
D.L.C. NO. 41

4

Bennett 628-1644

N.E. Post 210-402

3

2

N. 700.000

E. 4476.000

JOHN POWELL
D.L.C. NO. 42

COLUMBIA

EAST PO

MULTNOMA

RIVER SECTION

LAND FREEWAY

H COUNTY

6

COLUMBIA RIVER SECTION

EAST PORTLAND FREEWAY

MULTN

RIVER SECTION
LAND FREEWAY
H COUNTY
76
200'

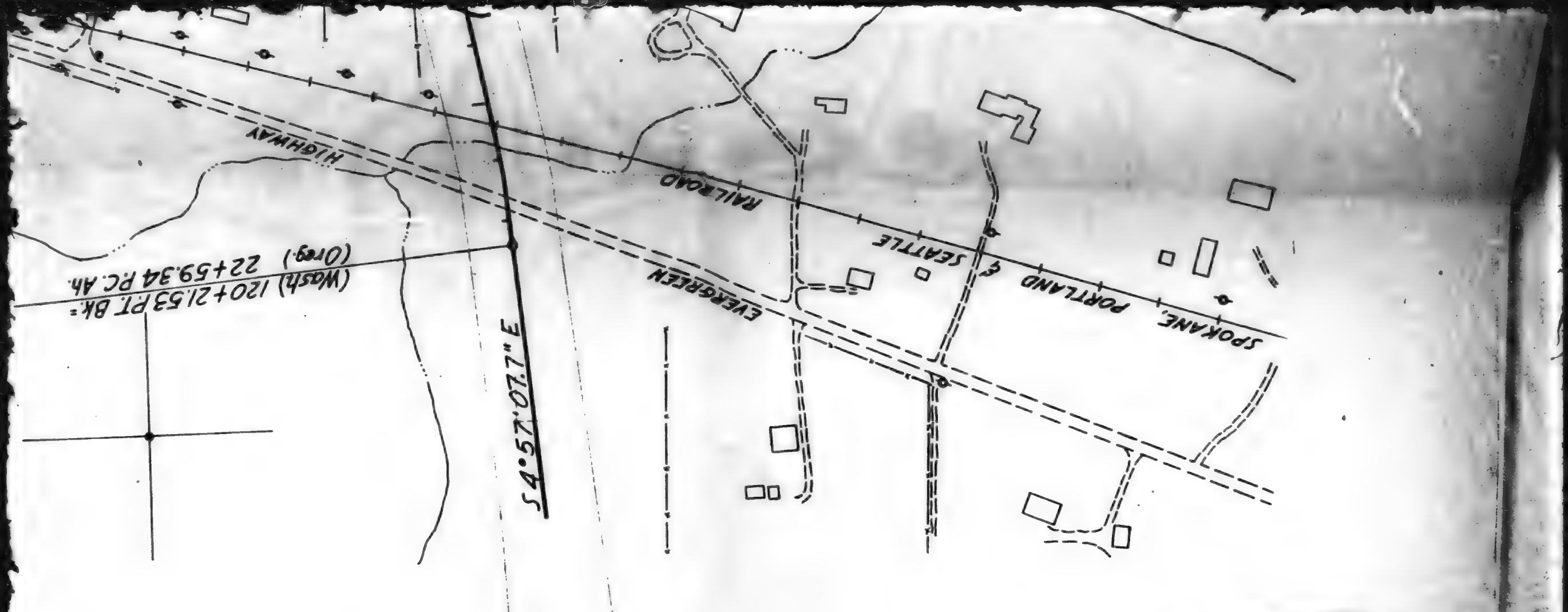
KEEWAY MULTNOMAH CO. LOCATED LINE SCALE: 1"= 500' DRG. NO. 3

DWG. NO. 98-12-58

SCALE: 1"= 500'

HAMPTON CO. LOCATED LINE

,0


HIGHWAY
RAILROAD
SEATTLE
PORTLAND
SPOKANE
EVERGREEN
S 4°57'07.7" E
(Wash) 120+21.53 Pt. Bk. =
(Oreg.) 22+59.34 P.C. Ah.

SPOKANE, PORTLAND & SEATTLE RAILROAD

EVERGREEN HIGHWAY

(Wash) 120+21.53 P.T. Bk.
(Oreg.) 22+59.34 P.C. Ah.

30

WASHINGTON
OREGON

COLUMBIA

35+53
STAT

200'

200'

State Land Boun

48920
58.6 Ac.± Total

50

40

3+10

39+83.63 P.I.
710,001.47
E. 1,475,556.65

ISLAND

SAND

State Lan

48920

58.6 Ac. ± Total

ISLAND

tate

48920
58.6 Ac. ± Total

65 to 0

Lot

Port of Portland
708-359

GOVERNMENT

Lot 5

Lot 6

Lot 7

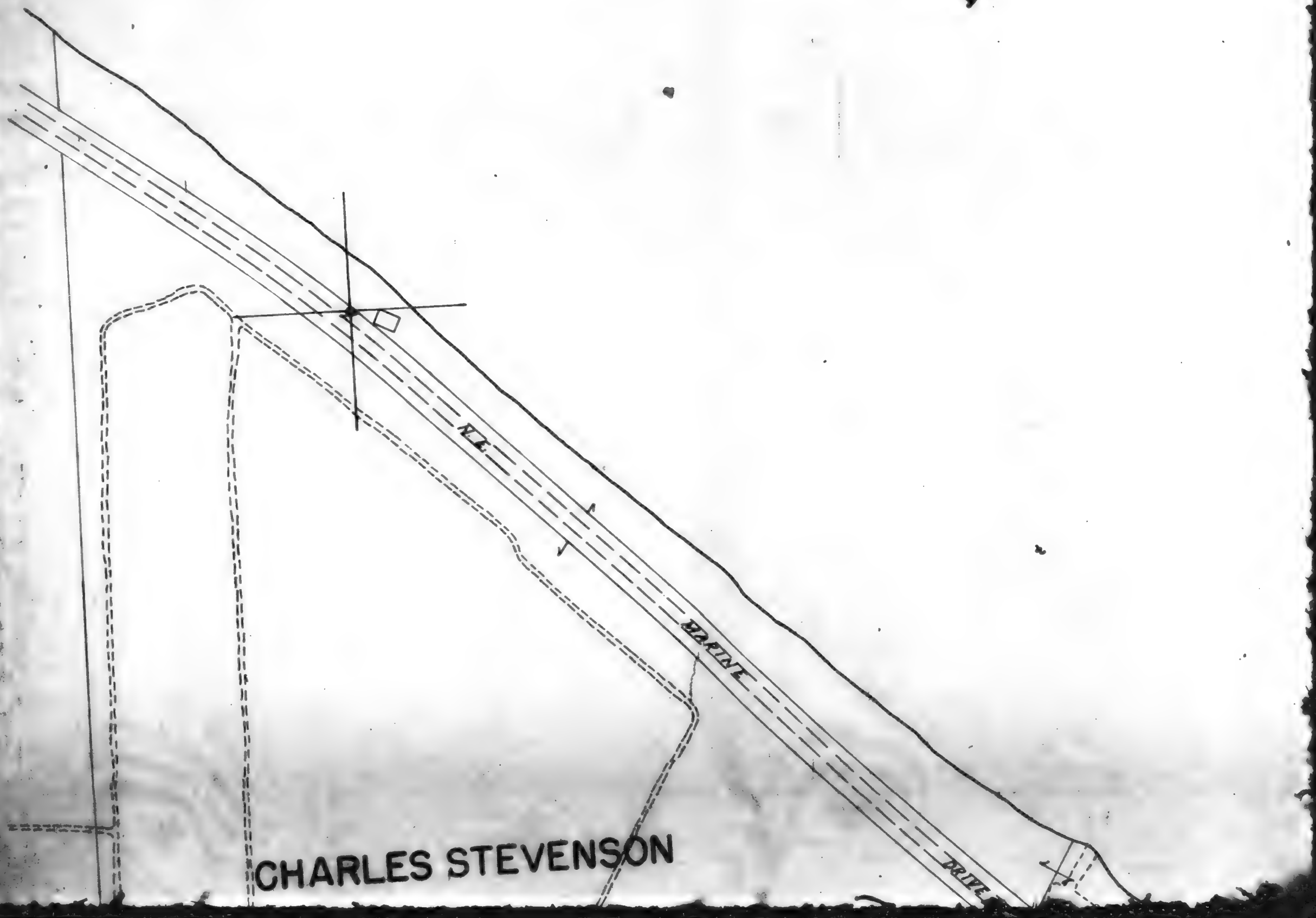
E. 17

Portland
-359

COLU

E.17

MBIA




CHARLES STEVENSON

MARINE

DRIVE

CHARLES STEVENSON

D.L.C. NO. 56

Port of Portland
852-1381

87-339

d Board
20

120

200'

200'

87-339

DRIVE

Port of Portland
852-1381

Coron (C.R.) 896-1882

Spiegel 653-497

Tobo 726-939

Calcog 899-3

114

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500 Sq. Ft. S=2°30' D=0.43

J. #400346

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139+02.66 P.T.

S 44°23' W 15

LIBERTY STREET

652-1190

973-770

963-515

680-927

967-1882

990-1623

400442

954-864

953-1080

J. #400392

N.E. 105TH AVE.

Ford Mon. - Box 4 inplace N.E. 105th Ave. & Saratoga St. Intersection N. 701,519.80 E. 1474,194.05

Brooks Q.C. 1116-56

Faust 910-145

Fry 954-941

Ross Q.C. 1450-505

Williams 82-139

Thornton Higginson (C.R.)

McKee 1747-90

Churchill 570-34

Zabloudil 1109-415

Mills 522-515

Anderson 2118-168

Erich 2095-468

Henderson 543-486

Roberts 2086-518

Wappler 1166-161 1515-560

Isroelson 1906-129

SARATOGA

N.E.

E. L. QUIMBY D.L.C. NO. 41

Willingham 504-358

Wilding 2137-644

N.E. 112TH AVE.

Voth 1867-29 186-260

Bonnard 633-1544

V.E. Peel 2110-482

Chemner (C.R.) 577-319

Caron (C.R.) 896-1682

Spiegel 653-497

Tobe 726-989

Colcos 899-

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0.5 H.D.

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500 Sp. S=2°30' D=0.2

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J. #400392

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-1470

LIBERTY STREET

N.E. 105TH AVE.

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L5

[2]

577-313

Coron(C.A)
896-1582

STRE

Spiegel
653-497

16

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E. 1,475,289.39

Tobo
726-989

Fd. I.R.
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E. 1,475,183.50

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Calcagno
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HOLMAN

N.E.

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Williams
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Thornton
Nicholson(C.A)
642-1608

Mills
622-515

11

Anderson
2118-148

3

Wappler
1166-161
1515-560

MA

SC

9B

E. L. QUIMBY
D.L.C. NO. 41

STREET
HOLMAN
N.E.

Fd. I.P.
N. 699,963.39
E. 1,475,289.39

Fd. I.P.
N. 699,972.05
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N. 700,000

SEE 9B

Bernard
433-154

V.F. Peal
2110-302

Chaney (2R)
517-315

Coron (2R)
896-1852

Spiegel
683-357

Tate
782-565

Colcogno
699-650

Voth
1867-29
136-260

963-515

652-1190

S 44° 23' W

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8905

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# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 BR 9555

February 10, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
E. S. HUNTER

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Columbia River (I-205) Bridge
Plastic Flow or Creep Prestressed Spans
I-205-7(2)303

Your letter of February 5, 1976, expressed concern over the approach being used in the sizing of the expansion joints for the I-205 bridge. Attached is a summary of the joint movements for the Washington approach spans as computed by our consultant. We have reviewed these figures and believe that the correct size joints are being called for. Our current practice would call for a greater allowance for creep and shrinkage than that used by the consultant. This difference is cancelled out by the allowance for seismic movement which the consultant has included and which we do not. We do not include seismic movement as a factor in sizing of joints since the risk level is very low and the damage to the joint from such movement would not effect the structural integrity of the bridge.

The installation of the expansion joints will be included in the concluding contract for paving, signing, lighting, et cetera, on the I-205 Bridge project. The delay between the application of the prestress force and the installation of the expansion joints should be an

extended one. This should allow us better control over the creep and shrinkage factor.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

WALTER J. HART
Bridge Engineer

WJH:dh
Attachment
cc E. S. Hunter

RECEIVED
STATE HWY ENGR
FEB 11 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 5, 1976

In reply refer to: 1041BR

SUBJECT: Oregon Project I-205-7(2)303
Columbia River Bridge Plastic
Flow or Creep Prestressed Spans

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
ATTN: Mr. Walt Hart

We note in the S&P January 30, progress report they received WSHD STRUDL data for comparing temperature, creep, and shrinkage forces for the Washington approach spans. Most of your continuous prestressed spans are showing excessive creep or plastic flow and joints are opening and closing greater than design assumptions. We feel your current thinking should be incorporated into the design of this structure. We also note that California has experienced similar problems.

The size and expense of the joints on this structure make it extremely important to incorporate criteria that will eliminate future revisions at joint and bearing locations. Please assure us that this information has been considered in the design.

For G. L. Green

RECEIVED
FEB 9 1976
BRIDGE SECTION

RECEIVED
STATE HWY ENGR
FEB 9 '76
REFER TO
Hart
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7105


ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

~~SAM R. HALEY~~
~~Deputy Director~~


# DEPARTMENT OF TRANSPORTATION


HIGHWAY BUILDING • • SALEM, OREGON • • 97310



REFERENCE
JAN 28 '76
REFER TO
FOR
Info Inv. R/D D/R Sign Act File


January 27, 1976

Mr. Lawrence Barber
6422 North Kerby Avenue
Portland, Oregon 97217

Dear Larry:

This is in reply to your letter of December 15, 1975, which concerns construction of the proposed I-205 Bridge across the Columbia River at Portland and addresses three specific items.

Your first point is well taken. If material excavated from the access channel and pier locations upstream from the special anchorage were side cast and left, it could be washed into the anchorage area by flood waters. It is our intent to use the material excavated from the channel to make the roadway fill on Government Island. The excavation necessary for pier construction in this area will be side cast for the period of pier construction only and then replaced around the pier. This procedure will prevent leaving excavated material where side cast longer than necessary and will eliminate acceleration of natural filling which takes place in the area.

Your second item concerns a possible Corps of Engineers' construction project. As I understand it, the Corps is having shoaling problems with the existing channel and must do something to keep it open for navigation. I understand they will soon issue a public notice explaining the project and soliciting comments.

Your third item concerns the height of the I-205 Bridge at the Government Island Slough and its limitation to access to the slough at high water. The deck elevations at this point and at all other locations for the main river crossing are the same as they have been since 1969 when the Federal Aviation Administration issued a permit for the structure. In 1970 the Coast Guard issued a permit for the same structure. Both of these permits were preceded by public notices soliciting comments. Public meetings regarding the I-205 project were held in 1965, 1970 and 1975 for the purpose of receiving public input. Design of the project and the bridge considered this input and other limiting factors. One of the important limiting factors is the glide path for the future north runway extension at the Portland International Airport. This glide path is over the slough and prevents raising the structure at that point.

Recently, Mr. Don Byers and Mr. Jim Church of the Portland Yacht Club met with members of the Oregon State Highway Division and the Federal Highway Administration regarding this matter. Mr. Church suggested that the construction access channel which will be dredged through the sand spit which forms the north boundary of the inlet would provide suitable access to the inlet and "Beer Can Lake" for recreational boaters. It was agreed that the construction access channel will not be filled in upon completion of the bridge construction as originally planned. The channel will be left open for use of boaters.

Mr. Church requested that the channel be dredged with a minimum horizontal clearance of 75 feet from the piers on the upstream side of the bridge. It was agreed that the contract plans for the bridge construction will reflect this request. The channel will be dredged to approximately -6. It was emphasized that the State will not maintain the channel after completion of the bridge construction. Both Mr. Church and Mr. Byers indicated that they believed this would provide satisfactory access to the inlet for recreational boaters.

As you know, I-105 has been a long and involved project. It is complicated both from a technical and socio-economic viewpoint. We are pursuing the best possible solution to the many problems involved while considering the restrictions, limitations, and needs of all parties of interest. It is our intent that the project provide the greatest benefit possible to the majority of the people affected.

Sincerely,

George M. Baldwin
Director of Transportation

cc Glen L. Green
Federal Highway Administration

F. R. Brockschink
U. S. Corps of Engineers

Commander (OAN)
13th Coast Guard District

Glenn L. Jackson, Chairman
Oregon Transportation Commission

Jim Church
Portland Yacht Club

bc F. B. Klaboe
E. S. Hunter
R. N. Bothman
W. J. Hart
Robert Ewen
Gary Potter

RWE:dh fn

**Lawrence Barber** 6422 N. Kerby Avenue • Portland, Oregon 97217 • (503) 285-4220

*Maritime Writing*
*Photography*
*Public Relations*

Member
INTERNATIONAL
ASSOCIATION of
BOATING WRITERS

December 15, 1975

RECEIVED
STATE HWY ENGR
DEC 18 '75
REFER TO
Ebert
FOR
Info | Inves | R/D | D/R | Sign | Act | File
K

Mr. George Baldwin,
Director, Department of Transportation,
State of Oregon,
Highway Building,
Salem, Oregon. 97310

Dear George:

Upon checking the Army Engineer Public Notice 071-OYA-1-001895 and the Coast Guard's Notice 75-N-19, I noted some features that will concern recreational boating in the area of the proposed I-205 highway bridge over the Columbia River between Government Island and the Washington shore.

1. The Highway Division proposes to dredge two channels across the river for construction purposes and to side-cast material removed from those channels as well as from the locations of footings for bridge piers. There is danger that this material will be washed into the "Special Anchorage" between Sand (Tri-Club) Island and Government Island, designated by the Corps of Engineers more than 20 years ago for the benefit of recreational boats. This material would add to shoaling in that area.

2. The Corps of Engineers is considering building one or more pile dikes along the north side of Government Island to direct the river flow toward the Washington shore. This will slow the current between the islands and cause additional shoaling, which we will protest.

3. The Highway Division plan for the bridge provides for only 35 feet maximum vertical clearance over the Government Island Slough at Span No. 25, which is not sufficient or safe for many recreational boats. We suggest that the bridge be raised at least 10 feet higher at this point. This slough is heavily used by small craft during high water periods when the river stage is at 10 to 15 feet. Such a change in height of the bridge would reduce the grade over the bridge and would require a higher embankment over Government Island. There is a great surplus of sand in the slough and anchorage area that we boaters would gratefully award to the bridge builders for use in raising the embankment.

If you wish to meet with us, I will try to round up a few boaters to discuss the matter with you. Enclosed is a copy of a letter I have sent to several clubs to alert them of the plans.

Happy Holidays,

Lawrence Barber

RECEIVED
DEC 19 1975
BRIDGE SECTION

RECEIVED
DEC 18 1975
OFFICE
DIRECTOR of TRANSPORTATION

Info
Inves
R/D
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FOR
DEC 18 '75
RECEIVED

**Lawrence Barber**
*Maritime Writing*
*Photography*
*Public Relations*
Member
INTERNATIONAL
ASSOCIATION of
BOATING WRITERS

6422 N. Kerby Avenue • Portland, Oregon 97217 • (503) 285-4220

December 9, 1975

To Portland Area Yacht Clubs:

We are gradually losing boating waters to "progress". Columbia Slough is endangered by plans of the Port of Portland and Army Engineers to plug it. Now there is danger to our Government Island slough and lake.

The Oregon Department of Transportation, Highway Division, has applied to the Corps of Engineers for some permits to dredge in the Columbia River for foundations of piers for the proposed I-205 highway bridge to cross at Government Island. This work will effect some of the channels and anchorages used by pleasure craft.

The Corps of Engineers is considering the building of one or more pile dikes along the north side of Government Island to direct the flow of water out into the main navigation channel near the Washington shore. There is concern that these dikes will cause sand to pile up near the head of Sand (Tri-Club) Island and wash into our "special anchorage", which the Department of Army, Corps of Engineers, set aside for use more than 20 years ago.

In seeking more information, I wrote recently to the Coast Guard at Seattle for a copy of a public notice dated Aug. 5 which shows the vertical and horizontal clearances under the bridge. These arrived at the end of last week. They show a maximum vertical clearance of 35 feet at the south end, where it ~~crosses~~ will cross the Government Island Slough to "Beer Can" lake. This will be at low (zero) water.

When the water is at 15 feet, which is necessary for small boats to get into the lake, only 20 feet clearance will be left. Another 10 feet would be very helpful and safer, and it is up to the yacht clubs and Columbia River Yachting Association to request the plans be altered to raise the bridge at this point. The CRYA already is acting, via Curt Leichner, outgoing president.

I suggest that the Highway Division be asked to use sand from the slough and anchorage area for construction of an embankment planned to cross the island. This embankment will be about 18 feet above present ground level and 1170 feet long. If raised it would require twice as much material as presently planned and help keep our waters deeper and better.

From the island another bridge, 3120 feet long with a vertical clearance of 48 feet over the small boat channel is proposed. It will touch down on the Oregon shore dike.

If the clubs wish to write to authorities, I suggest they protest the low clearances over Government Island Slough and any plan for dredging and dikes that will leave spoils or natural silting in the anchorage area, that the Engineers be requested to study and inform us of possible effects of the proposed dikes on our anchorage area, and that the Highway Division require that material for the embankment be taken from the slough and the anchorage area.

If these conditions are met these popular boating waters may be protected and saved for future generations.

The main bridge will be 7470 feet long and have a vertical clearance of 157 feet, with a horizontal clearance of 468 feet between the main channel piers. Commercial interests have requested that the main span be widened to 500 feet. There will be 10 piers in the main river, 15 in the south channel, and two in our Government Island slough. As far as I can discern, the main bridge will be 200 feet upstream from Tri-Club Island.

Drawings and more plans can be obtained from the Highway Division, State Highway Bldg., Salem, 97310, or from the U. S. Coast Guard, 13th District, 915 Second Ave., Seattle, 98174 (Public Notice 75-N-19).

Protest letters should be addressed to the Federal Highway Administration, Regional Office, Mohawk Bldg., Portland, 97204, which handles environmental matters; the Highway Division (see above); Coast Guard (See above); Portland District, Corps of Army Engineers, P. O. Box 2946, Portland, 97208, which is planning the dikes.

Another area to make tracks is letters to Senators Mark Hatfield and Bob Packwood, in Washington, and Rep. Robert Duncan, in whose district these matters are involved. It wouldn't hurt to alert Gov. Bob Straub.

Time is [redacted] is important. The Engineers will hold a request for a public hearing open until Dec. 19 and wants all protests by that time.

The Coast Guard will close its files on Dec. 31.

We are tardy getting started- but let's go! Fast!

Yours,

Lawrence Barber

An old boater.

1979 Columbia R. Br. (N. Channel 890
Superstruc.) Sec. of E. Ptld. Fwy.
(Structure) #10

8905

December 24, 1975

Mr. W. A. Bulley, Director
Washington Department of Highways
Highway Administration Building
Olympia, Washington 98504

Dear Bill:

Re: Columbia River (I-205) Bridge
Bridge 9555

This is an updating of the status of events affecting the I-205 Columbia River Bridge project. Events leading to construction have not transpired as rapidly as anticipated in my letter of December 17, 1974.

A revised draft environmental statement was advanced for review and comment in February 1975 and a public hearing was held on March 27, 1975. Following the public hearing, alterations were made to the I-205 design to reflect input received at the hearing. These alterations included number of lanes and number of interchanges south of the Columbia River Bridge. The bridge design remains unchanged with four traffic lanes and full shoulders for each of the twin northbound and southbound structures. A nine-foot, four-inch wide bike path forms a median between the structures. Recently the altered design south of the bridge has been the subject of a series of community meetings and will probably undergo additional modifications.

Depending upon the results of this process, the OSHD intends to produce either another supplemental EIS or a final environmental impact statement with a public hearing tentatively scheduled for this spring. We are presently uncertain of the exact environmental document to be prepared because of the uncertain status of the design.

The Coast Guard will not issue a permit for the Columbia River Bridge until after the Final EIS is approved by the FHWA and reviewed by the CEQ in Washington, D.C. Since the construction cannot begin without the Coast Guard permit, it is apparent that completion and approval of the Final EIS is a critical event in the overall progress of the project.

The Main Channel Crossing of the Columbia River is being designed by the consulting firm of Sverdrup & Parcel. The plans and specifications for the Washington shore portion of this structure are all but complete. Plans and specifications for the remainder of the Main Channel Crossing (to Government Island) are nearing completion.

The South Channel Crossing and Government Island fill are being designed by the Oregon Highway Division Bridge Section. Plans and specifications for this work should be completed during the last quarter of 1976.

The most optimistic contract date is October 1976 for the Washington shore and Main Channel work, and April 1977 for the fill and South Channel work.

We are attempting to progress the work as rapidly as possible in order to minimize the financial impact of delay.

I hope to be able to report more definite progress in the near future.

Best wishes for a happy holiday season.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

cc: R. L. Carroll

bc: E. S. Hunter
R. N. Bothman
Gary Potter
Walt Barrie
H. S. Coulter
R. L. Schroeder
W. J. Hart
L. W. Rulien

RWE:dh srb

December 17, 1974

Mr. George Andrews, Director
Washington Department of Highways
Highway Administration Building
Olympia, Washington 98504

Dear George:

As you know, the recent court decision requires a new hearing on I-205 in northeast Portland. The section involved includes the Columbia River Bridge in its entirety.

The EIS which was originally labeled final will now be added to and circulated as a draft. It will be available for the new hearing which, hopefully, can be held in February 1975. The final EIS will be issued as soon as possible after the hearing, but probably not before June 1975.

This unanticipated delay will affect scheduling for construction of the bridge. It is too early to assess the total impact on construction scheduling; however, based on the above tentative date for release of the final EIS, it appears that receipt of bids for the Washington shore section could not be prior to July 1975. This is our most optimistic schedule. Based on past experience in these matters, actual occurrence of events may increase the delay.

At the current inflation rate, such delays increase the overall cost of the structure at the rate of approximately one million dollars a month and diminish the overall construction capability of both states accordingly.

These delays and increased costs are regrettable and our only course of action appears to be minimizing the financial impact by proceeding as rapidly as possible.

I'll advise you of progress periodically so that your financial programming may be updated as necessary.

Best wishes for a happy holiday season.

Sincerely,

F. B. Klaboe, Administrator
and State Highway Engineer

cc: Dick Carroll

bc: A. E. Johnson
H. S. Coulter
Gary Potter
E. S. Hunter
W. J. Hart
L. W. Rulien

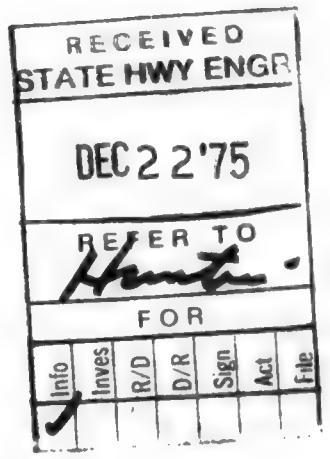
RWE:aq srb

8905

HAYDEN ISLAND YACHT CLUB

12050 N. Jantzen Dr.
Portland, Oregon 97217
Phone 283-4369

December 18, 1975




12-22

Federal Highway Administration
Regional Office - Mohawk Building
222 S.W. Morrison
Portland, Oregon 97204

Dear Sirs:

This is a letter of protest to the plan to destroy the recreational area of Government Island-Tri Club Area Anchorage by the proposed construction of the I205 highway bridge.

This work will affect some of the channels and anchorages used by pleasure craft. The proposed dikes and dredging of spoils in this area will affect this anchorage area, unless the necessary fill material is taken from this area for the highway needs, also the vertical clearance of 35 feet at the south end where it will cross the Government Island slough at low (zero) water. When the water is at 15 feet, which is necessary for small boats to get into the lake, only 20 feet clearance will be left. Another 10 feet would be safer and enable large power boats and sailboats to enjoy this area.

Our environmental protection agencies seem to be looking in a different direction, when we need them to save a valuable recreational area.

We are for construction of this bridge, but feel it needs some adjustment to benefit all of our needs for the future.

Sincerely,

Mick Becker

Mick Becker
Hayden Island Yacht Club
Commodore
(Representing 200 boating families)

cc: Highway Div. Salem
Coast Guard
Corps of Army Eng.
Sen. Mark Hatfield
Sen. Robt. Packwood
Rep. Robt. Duncan
Gov. Robt. Straub

NOTED
F. B. KLABOE

8905

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 17, 1975

In reply refer to:

SUBJECT: Oregon Project I-205-7(2)
Subsurface Investigation
Additional "In Site" Tests

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
ATTN: Mr. W. Hart

NOTED
E. S. HUNTER

We approve the additional "in site" modulus of deformation tests as described in Mr. Hart's letter, dated December 11.

We understand that payment ($4,000) will be as an overrun in quantities.

for G. L. Green

cc
OSHD (W. Hart)

RECEIVED
STATE HWY ENGR.
DEC 18 '75
REFER TO
Hart
FOR
Info | Inves | R/D | D/R | Sign | Act | File

by Rubens
12-18-75

BR 9555

December 11, 1975

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Attention Mr. H. A. Schell

Dear Mr. Green:

Columbia River (I-205) Bridge
Additional In Situ Tests
Subsurface Investigation
Bridge 9555

During the course of the supplemental foundation investigation for the subject structure, the Consultant requested, by letter dated November 18, 1975, permission to perform five additional in situ modulus of deformation tests. The stated purpose of the tests was to provide data in areas of poor core recovery and in the Sandy River mudstone which was more variable than anticipated.

Because of the short time required to complete the work then remaining and the additional tests, verbal approval to proceed was obtained from FHWA provided sufficient justification for the additional work was provided. With the same qualifications, on November 24, 1975 the State gave the Consultant verbal approval to proceed .. Subsequent justification was presented in the Consultant's letter of December 4, 1975 (copy attached).

Sufficient justification for the additional tests is contained in the attached letters and your approval to add the work to the existing contract is requested.

Sufficient funds for this extra work are available within the limitations set up in the original agreement.

Very truly yours,

Walter J. Hart
Bridge Engineer

RWE:dh
Attachments

cc E. S. Hunter
R. N. Bothman
Robert Ewen /w/ attach.
John Howard /w/ attach.

8905

FORM 81.734.3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: BR 9555

Salem, Oregon
December 11, 1975

FROM: R. W. Ellison
Bridge Administration Engineer

TO:
Memo to the Files

SUBJECT:
Columbia River (I-205) Bridge
Bridge 9555
River Turbidity Samples

On December 5, 1975, personnel from G. F. Bresnan's crew sampled water in the vicinity of a sinker log salvage operation in the Camas Slough of the Columbia River. Water samples were also taken in the South Channel on December 9, 1975 near the subject bridge site where Bresnan's crew was muddying the water. The purpose of the sampling was to check the amount of turbidity created nd the decrease in turbidity as the water flowed downstream from the site. This will determine the turbidity limitations we can live with during construction of the bridge. This is a continuation of the sampling and testing reported in my memo to the file dated October 15, 1975.

Turbidity of the samples submitted was measured by the OSHD Hydraulics Unit with results as follows:

Camas Slough sinker log salvage operation:

| Distance from Site | J.T.U.'s |
|---|---|
| Upstream | 25 - 30 |
| At Site | 55 - 60 |
| 150' D/S | 40 - 45 |
| 300' D/S | 40 |
| 500' D/S | 40 |
| 1000' D/S | 35 - 40 |

South Channel, turbidity created by sample crew.

| | |
|---|---|
| Sample 1 | |
| Upstream | 20 - 25 |
| At Site | 210 -220 |
| 100' D/S | 50 - 55 |
| Sample 2 | |
| Upstream | 20 - 25 |
| At Site | 90 - 95 |
| 100' D/S | 40 - 45 |
| 200' D/S | 25 - 30 |

On the basis of sampling and testing, to date it appears that the turbidity limitations verbally suggested by DEQ, et cetera, (see memo of Oct. 15, 1975) will be acceptable during construction of the subject structure.

RWE:dh

cc E. S. Hunter
R. N. Bothman
A. C. Harwood
Robert Ewen
Bart Bonney
R. L. Lenz
Jack Allen, S & P
P. M. Oakley
J. E. Backstrand
George Bresnan

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
DEC 11 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8905

Form FHWA 121 (Rev. 5-73)

9

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 8, 1975

In reply refer to: 1041DA

SUBJECT: Oregon Project I-205-7(2)303
Columbia River Bridge
Interchange Designs

FROM : G. L. Green, District Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

During the discussions between local agencies, the State and FHWA last week, there was general agreement to re-evaluate the interchange arrangement between South Banfield and Foster Road that would be incorporated in a modified alternate design.

As soon as the evaluation is completed and appropriate modifications made, please submit the total design with accompanying traffic and any other pertinent information for FHWA review.

G. L. Green

RECEIVED
DEC 11 1975
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

12-11-75

RECEIVED
STATE HWY ENGR
DEC 10 '75
REFER TO
FOR

| Info | Inves. | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | X | |

8905

FORM 81-734.3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE

FILE: BR 9555

Salem, Oregon
August 29, 1975

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Bridge Administration Engineer

TO:
Memo to the File

SUBJECT:

Columbia River (I-205) Bridge
Oregon Shore Dike
Footing Locations

On August 28, 1975, I met with the following persons of the U.S. Army Engineer District, Portland, regarding bridge footings in the Oregon Shore Dike:

Mr. M. Duane Brands
Asst. Chief, Dam & Flood Control Planning Section

NOTED
E. S. HUNTER

Mr. John D. Jenkins, P.E.
Chief, Soils Engr. Section

The Army Engineers are very concerned about footings for the Columbia River (I-205) Bridge in or adjacent to the dike. I gave them copies of the attached sketches and received the following comments:

1. The footing on the river side of the dike is not of as much concern as that on the land side. During high water periods any flow through the dike is from river to land side. The footing on the land side presents an escape route for soil being piped through the dike. As the flow continues, the piping enlarges until there is a dike failure.

2. The ideal situation, which probably cannot be achieved, would be no construction (including piles, which provide water flow paths) below a 5:1 slope continuation of the present dike slope on the land side. If construction could be kept above this imaginary line, there would be no problem.

3. Is it possible to use spread footings on the land side of the dike?

4. Is it possible to use a series of short spans with spread footings on the dike?

5. Is it possible to double the span length and use the type foundation shown? If not, how much can the span be increased?

6. Cutting four or five feet off the top of the dike would not be objectionable.

7. If piles are necessary, an inverted filter under the footings will help prevent movement of soil to the surface during flood periods.

8. Excavation for land-side footings should not be done during the flood period of May through July.

9. Cofferdam for river-side pier should be left in place.

10. All excavation for river-side pier should be done inside cofferdam. No glory hole excavation.

11. Use precast shell type pier on river side and do not pump cofferdam. This prevents boil of material inside cofferdam and damage to dike.

12. Consider grouting (chemical?) rock backfill inside river-side cofferdams.

13. Riprap river side of dike to above flood stage under the bridge if there is no existing riprap. Replace any existing riprap.

14. Footings for bike path are not objectionable if no foundation piles are required.

After these comments have been considered and alternate proposals available, I will again contact the Army personnel in attempt to resolve this problem.

RWE:dh

cc E. S. Hunter
L. L. Wallace
J. E. Backstrand

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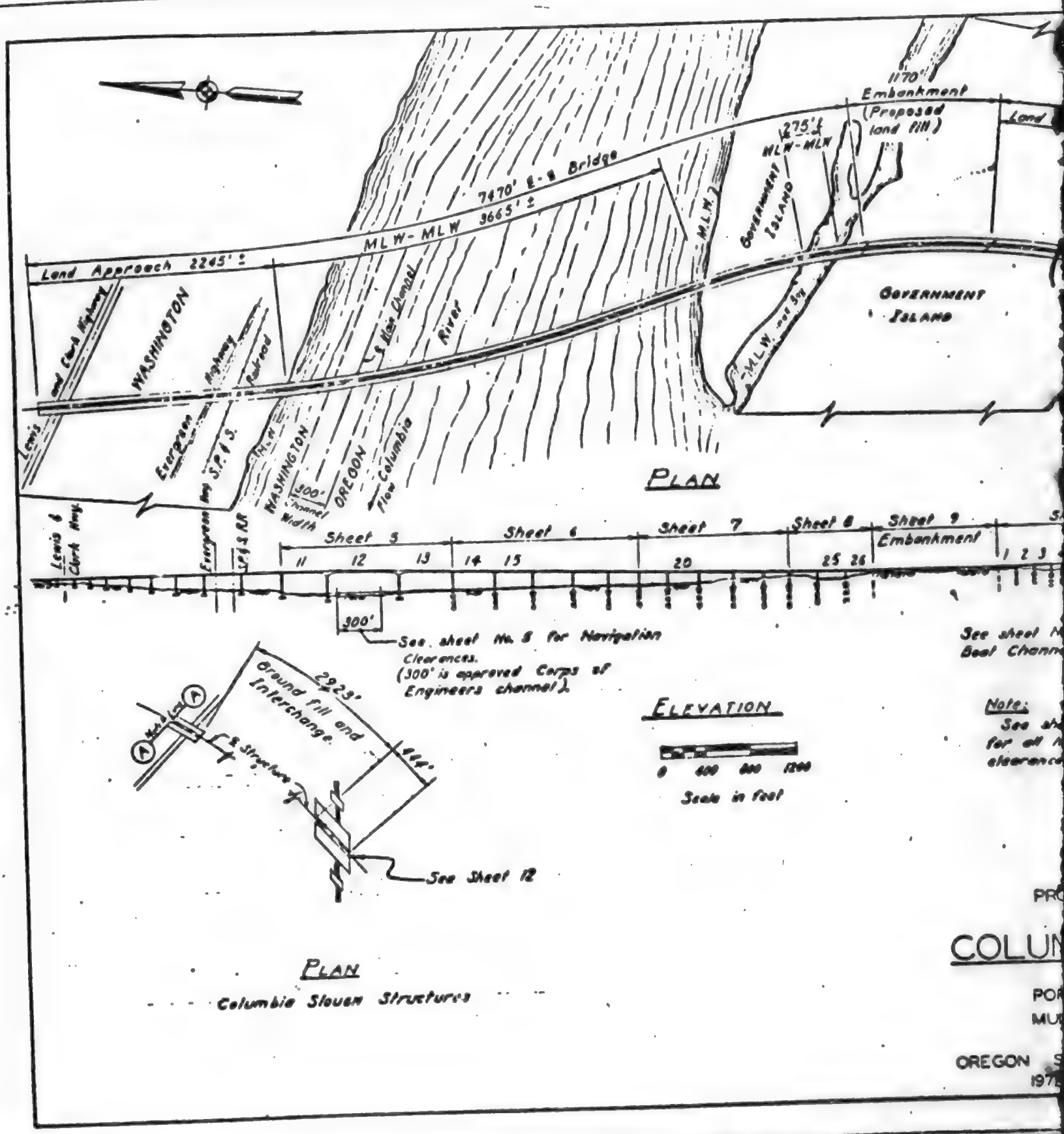
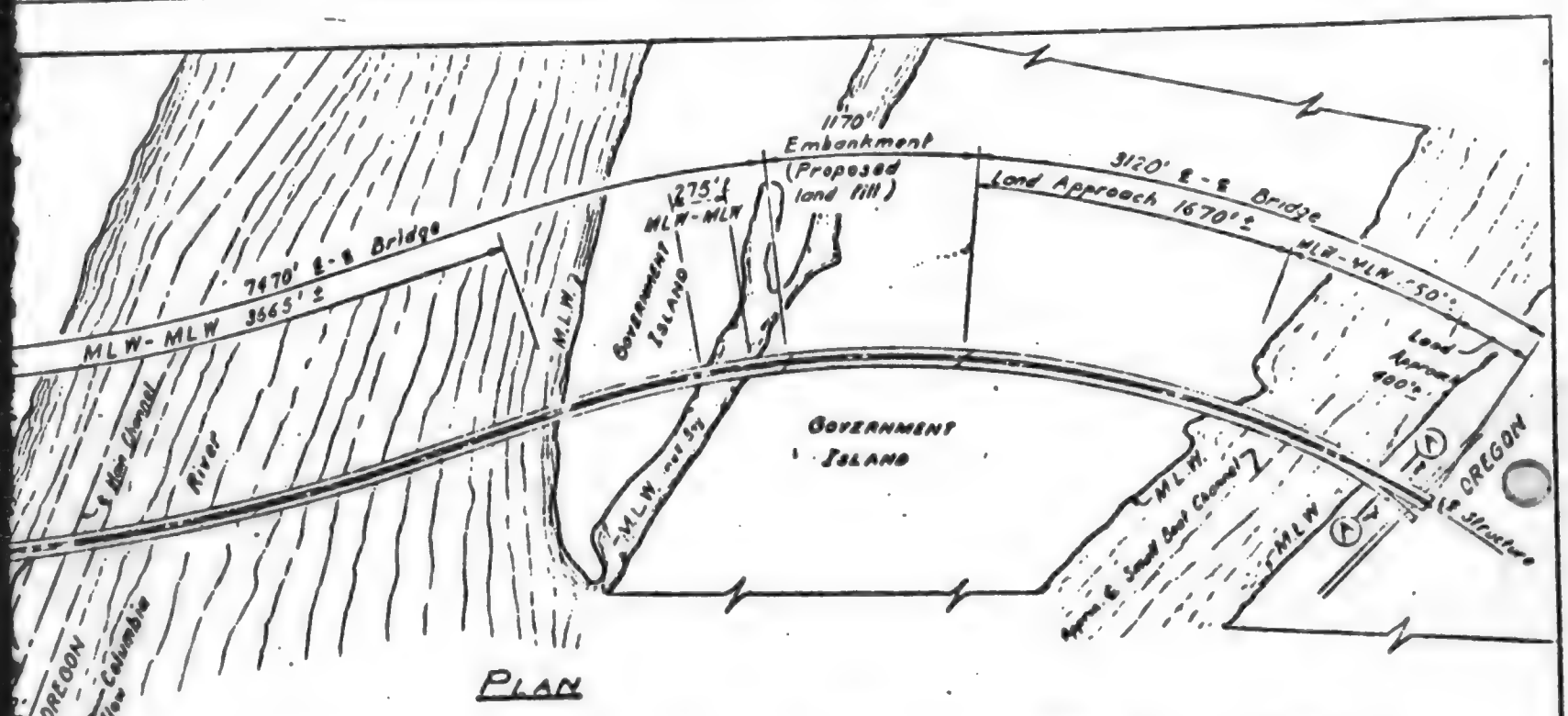
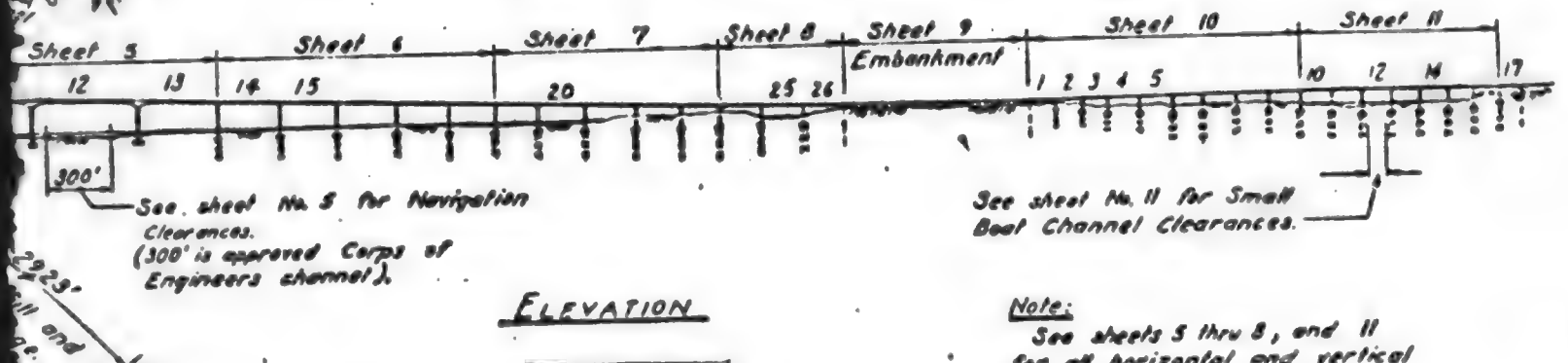
STATE HWY ENGR
SEP 2'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File


1170' Embankment (Proposed land fill)
275'±
MLW - MLW
Land
7470' E-W Bridge
MLW - MLW 3665'±
Land Approach 2245'±
MLW
Government Island
Lewis and Clark Highway
WASHINGTON
Highway
Railroad
S. Main Channel
River
Government Island
MLW
Evergreen Hwy
S.P. & S.
MLW
WASHINGTON
300' Channel Width
OREGON
Columbia Flow
PLAN
Lewis & Clark Hwy.
Evergreen Hwy
S.P. & S. R.R.
Sheet 5
Sheet 6
Sheet 7
Sheet 8
Sheet 9
Embankment
11
12
13
14
15
20
25
26
1
2
3
300'
See sheet No. 8 for Navigation Clearances. (300' is approved Corps of Engineers channel)
See sheet
Boat Chann
Note:
See sh
for all
clearanc
ELEVATION
0
400
800
1200
Scale in feet
Ground fill and Interchange
2923'
444'
S. Structure
See Sheet 12
PLAN
Columbia Slough Structures
PRO
COLUM
POR
MU
OREGON
197




PLAN

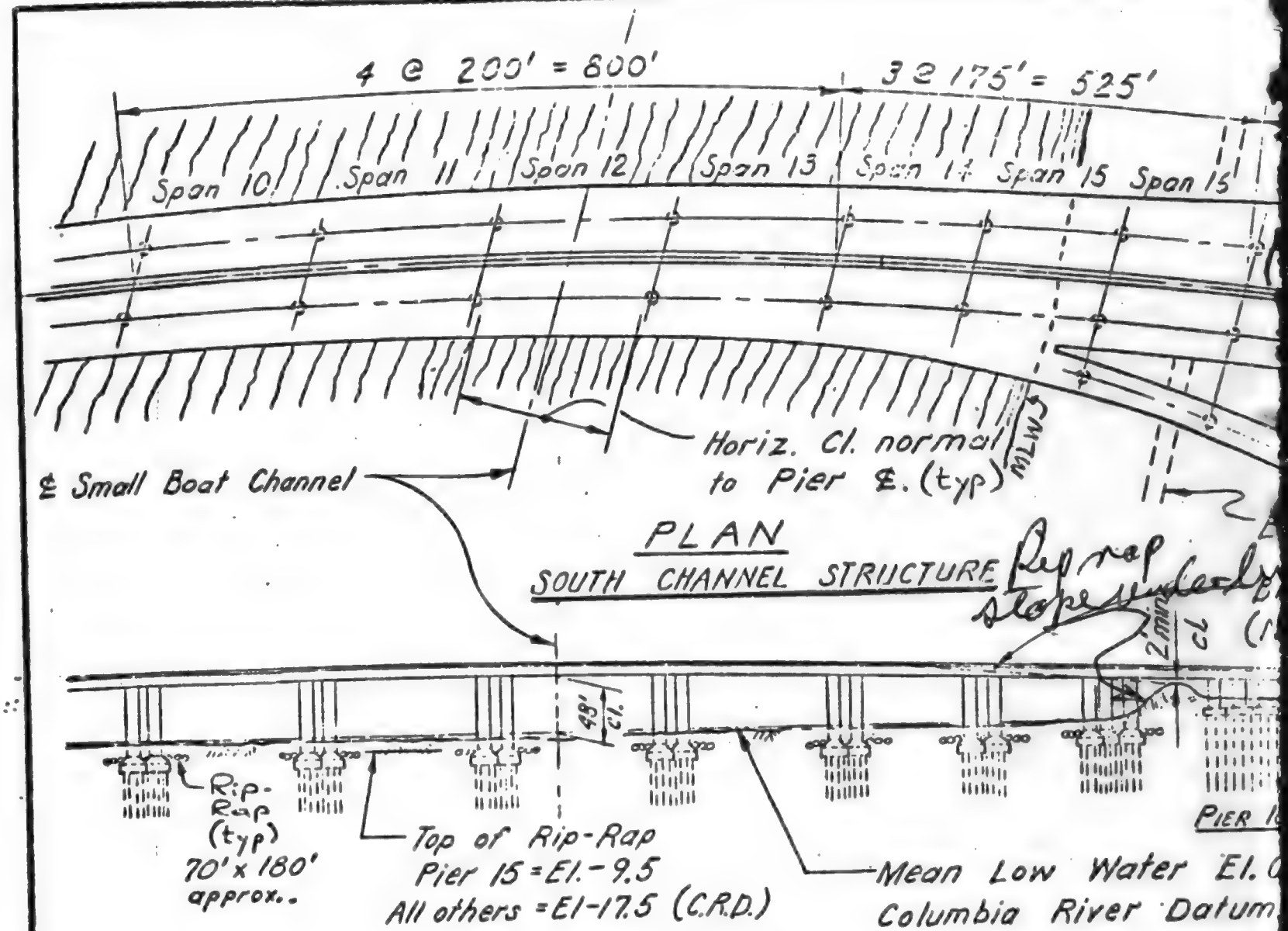



ELEVATION

PLAN
Slough Structures

Note:
See sheets 5 thru 8, and 11 for all horizontal and vertical clearances in water spans.

PROPOSED BRIDGE
OVER
# COLUMBIA RIVER
NEAR
PORTLAND, OREGON
MULTNOMAH COUNTY
APPLICATION BY
OREGON STATE HIGHWAY DIVISION
1975 SHEET 1 OF 3




PLAN

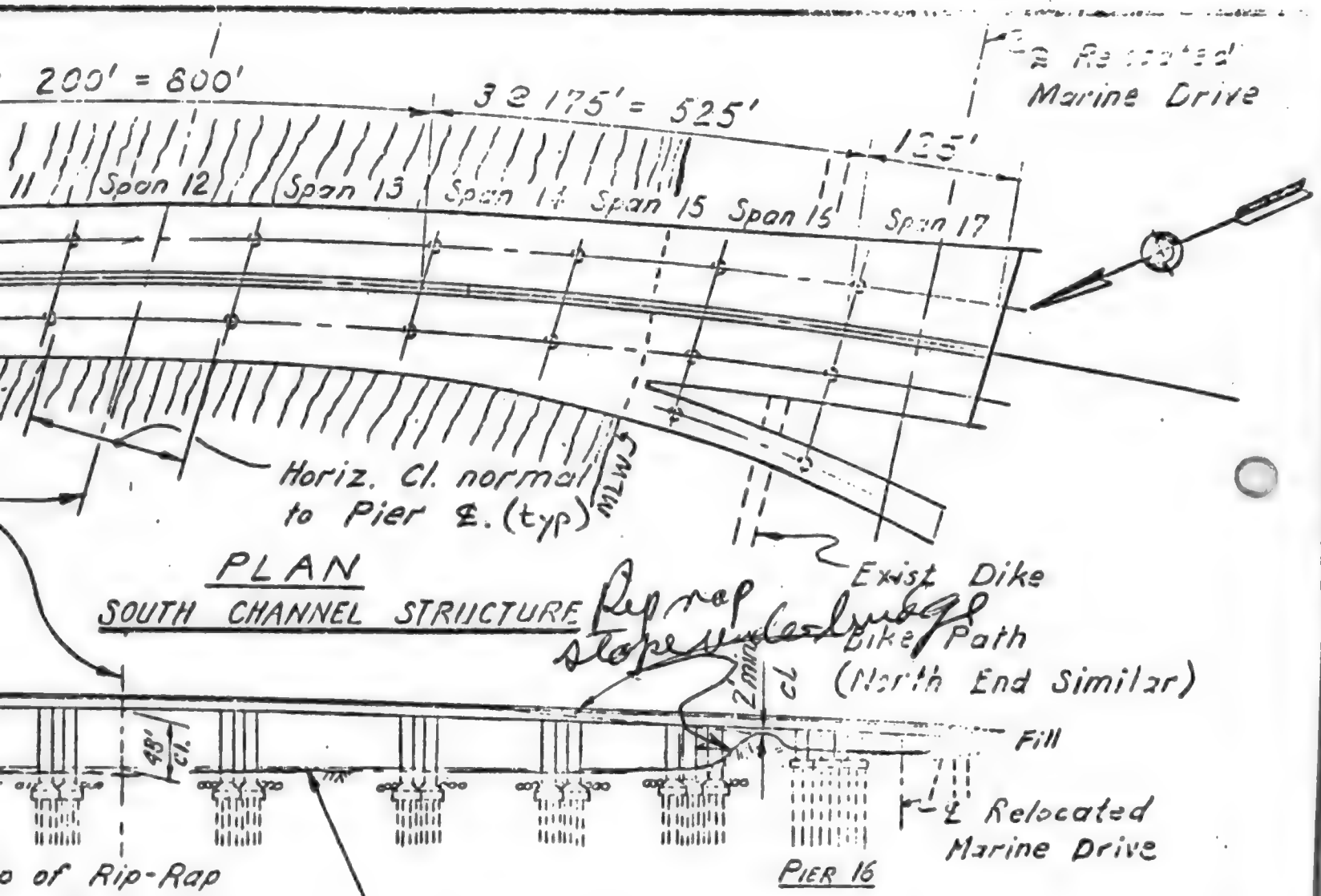
SOUTH CHANNEL STRUCTURE

ELEVATION

| SPAN | HORIZ. CL. | VERT. CL. |
|---|---|---|
| 10 | 170' | 46' |
| 11 | 172' | 47' |
| 12 | 174' | 48' |
| 13 | 176' | 45' |
| 14 | 153' | 44' |

0 100 200 300
Scale in feet

PROPOSE
O
COLUMBIA
N
PORTLAN
MULTNOM
APPLIC
OREGON STAT
1975




PLAN

SOUTH CHANNEL STRUCTURE

Rip-rap slope under deck

PIER 16

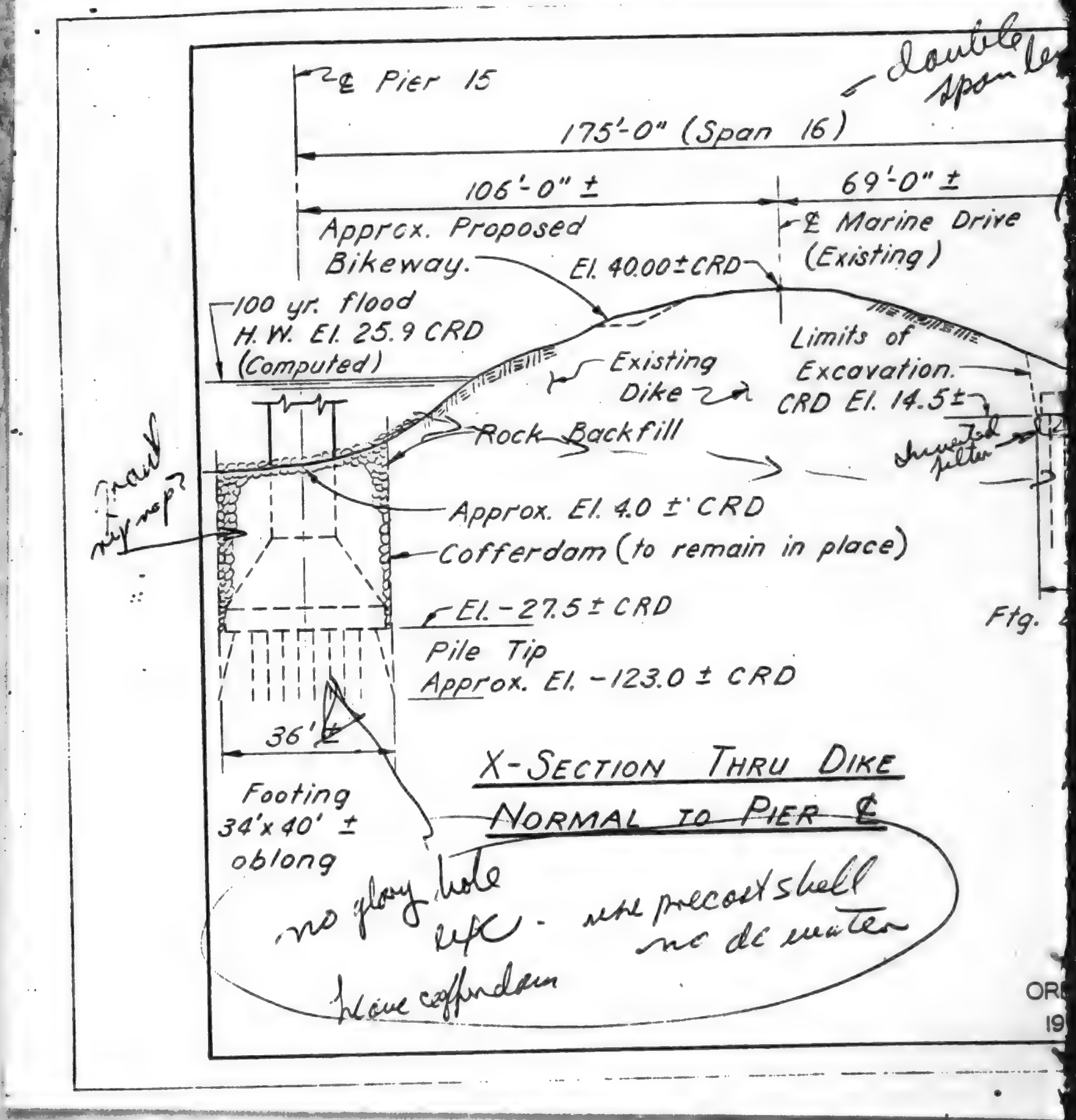
ELEVATION

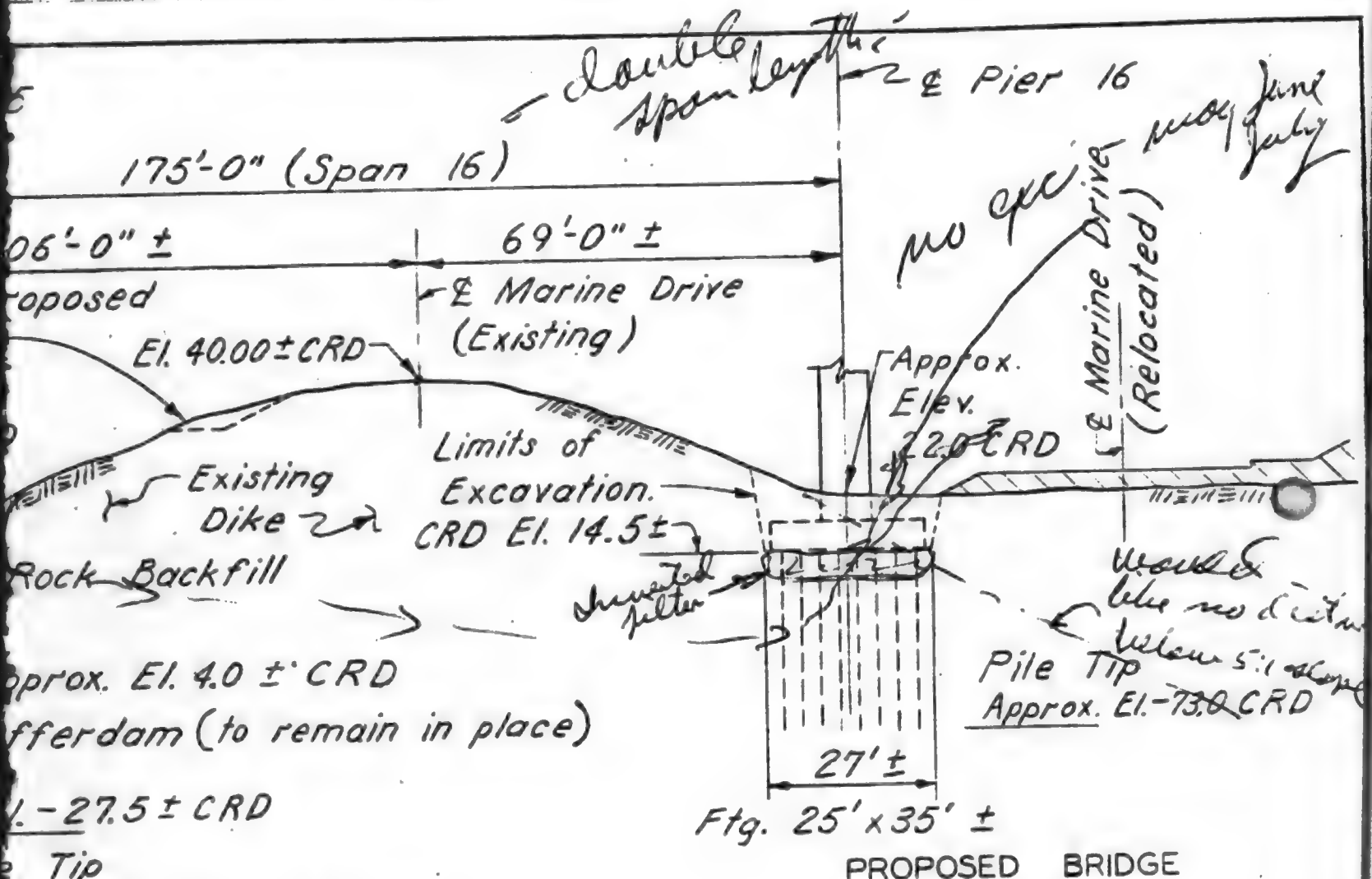
| ...RT. CL. |
|---|
| ...46' |
| ...47' |
| ...48' |
| ...45' |
| ...44' |

...e of Rip-Rap
...ier 15 = El. - 9.5
...thers = El-17.5 (C.R.D.)

0 100 200 300
Scale in feet

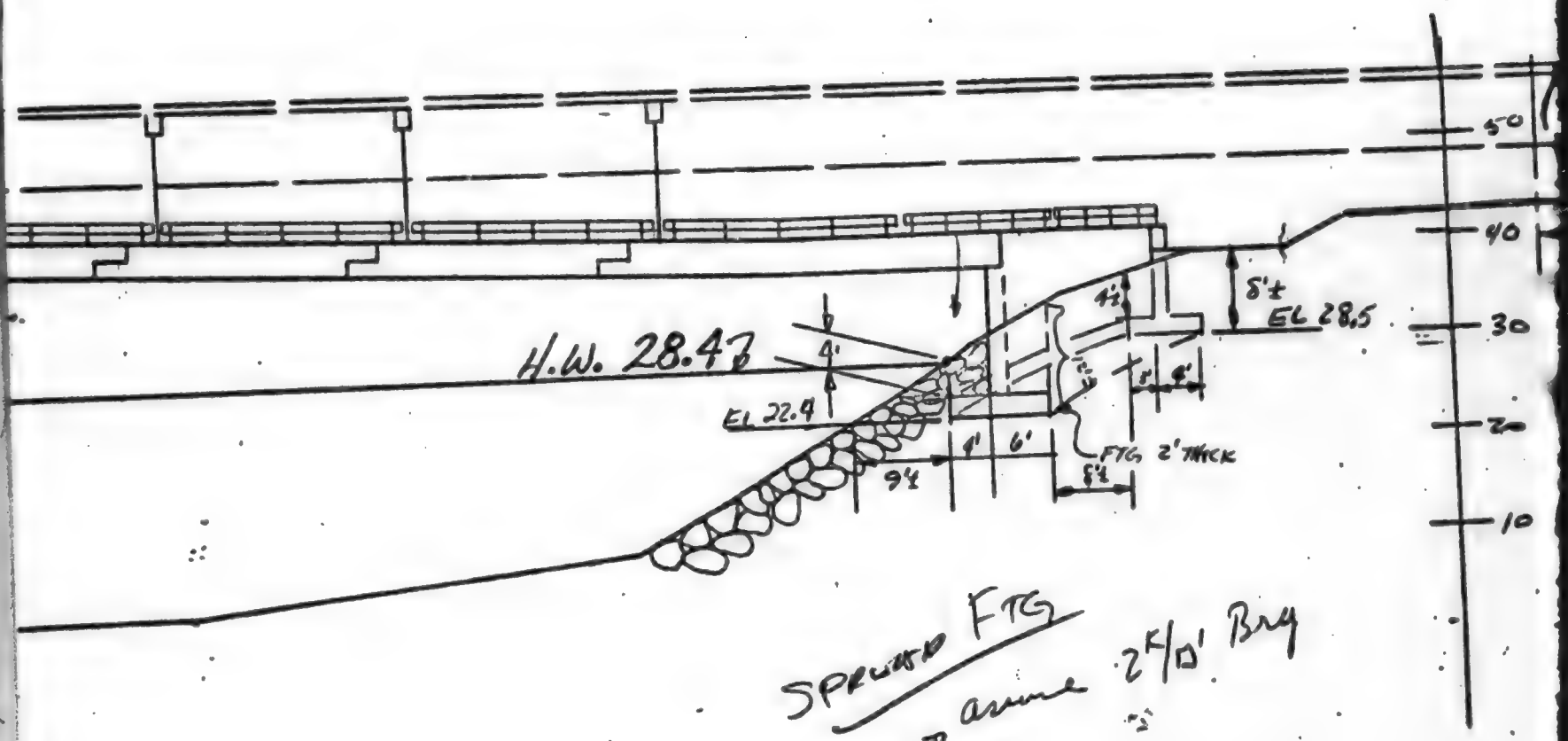
PROPOSED BRIDGE
OVER
COLUMBIA RIVER
NEAR
PORTLAND, OREGON
MULTNOMAH COUNTY
APPLICATION BY
OREGON STATE HIGHWAY DIVISION
1975 SHEET 2 OF 3


℄ Pier 15
175'-0" (Span 16)
106'-0" ±
69'-0" ±
Approx. Proposed Bikeway.
℄ Marine Drive (Existing)
El. 40.00 ± CRD
100 yr. flood H.W. El. 25.9 CRD (Computed)
Existing Dike
Limits of Excavation. CRD El. 14.5 ±
Rock Backfill
Approx. El. 4.0 ± CRD
Cofferdam (to remain in place)
El. -27.5 ± CRD
Pile Tip Approx. El. -123.0 ± CRD
36' ±
Footing 34'x40' ± oblong
X-SECTION THRU DIKE NORMAL TO PIER ℄
no plug hole
ref. - use precast shell
no de water
leave cofferdam




X-SECTION THRU DIKE
NORMAL TO PIER ℄

PROPOSED BRIDGE
OVER
COLUMBIA RIVER
NEAR
PORTLAND, OREGON
MULTNOMAH COUNTY
CONSTRUCTION IN DIKE
ON
OREGON SHORE
APPLICATION BY
OREGON STATE HIGHWAY DIVISION
1975 SHEET 3 OF 3

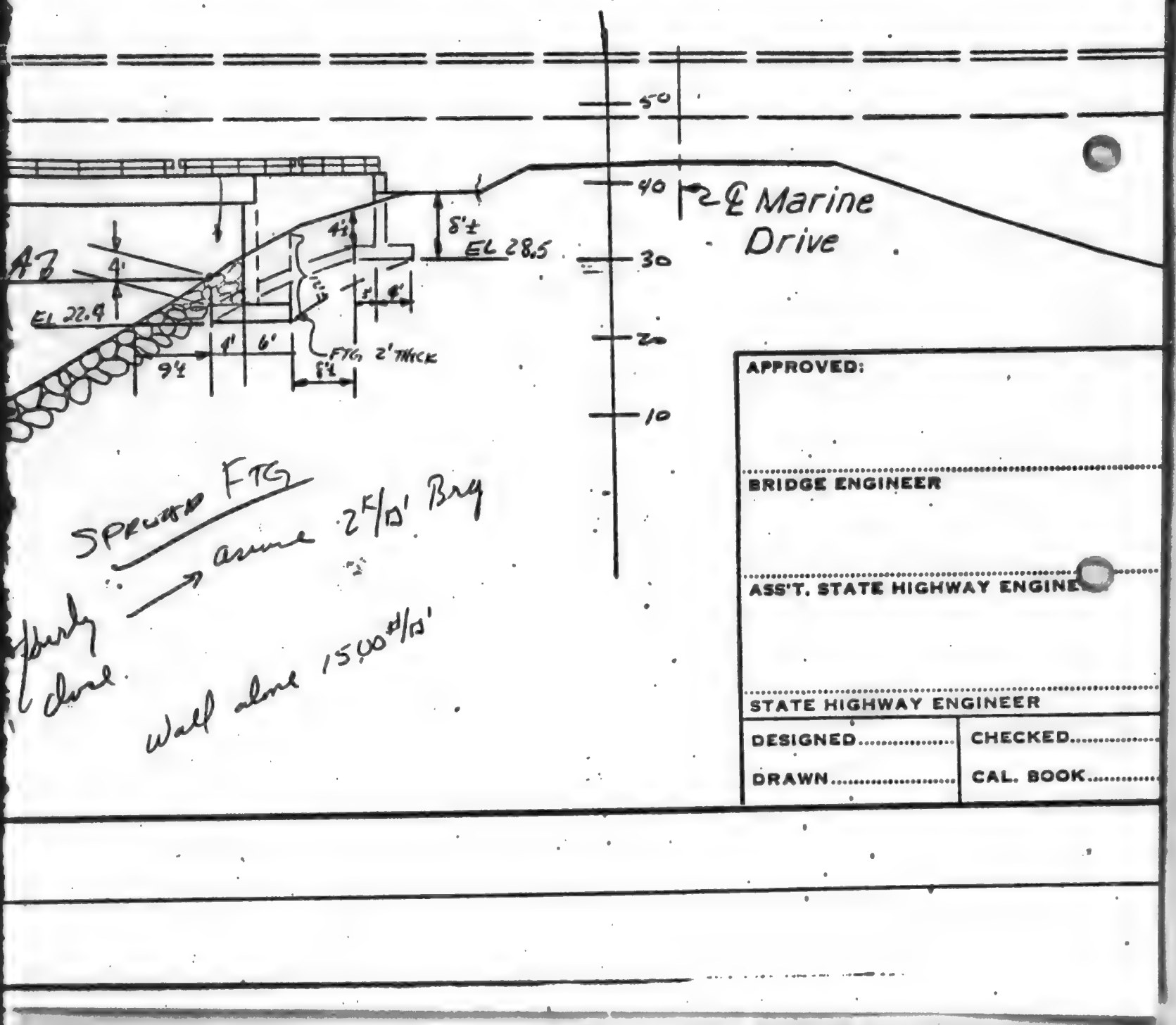



SPREAD FTG
→ assume 2^k/ft Brg

footing
done.

wall alone 1500#/ft

.04
250




SPREAD FTG → assume 2K/□' Brg

Verify

Wall alone 1500#/□'

| | |
|---|---|
| APPROVED: | |
| BRIDGE ENGINEER | |
| ASS'T. STATE HIGHWAY ENGINEER | |
| STATE HIGHWAY ENGINEER | |
| DESIGNED..... | CHECKED..... |
| DRAWN..... | CAL. BOOK..... |

"N" Line

12'-0" BIKE PATH

50'R

2' 4'

40'-0" cast-in-place slab

"L" 123+50

"L" 123+80

"L" 124+05.214

"MD" 26+52.10

"N" 124+15.208

"MD" 27+28.455

12'-0" BIKE PATH

4' 6'

OUTLINE OF PROPOSED FOOTING

50'R

TOP OF EXISTING RIP-RAP

2' 4'

12'

BIKE PATH

+89.059

5+35.545

FORM 81.734.3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: Br. 9555

May 9, 1975

Salem, Oregon

FROM: Philip M. Oakley
Supervising Design Engineer

TO: Memorandum to the Files

SUBJECT:

Columbia River (I-205) Bridge
Additional Test Borings

NOTED
E. S. HUNTER

In a letter dated September 5, 1974, Sverdrup & Parcel suggested that additional borings be made at piers 12 and 13 of the Columbia River (I-205) Bridge. In a subsequent letter dated February 10, 1975 they detailed their reasons for this request. After study of this submittal it was agreed by the FHWA and OSHD that additional foundation information would be required to determine the estimated settlement of these piers under load.

On Wednesday, May 7, at 10 a.m., a meeting was convened at the FHWA Regional Office in Portland, to determine the extent of the required foundation exploration. A list of those in attendance is attached.

The alternates listed in a FHWA memo dated April 15, 1975 were discussed. Alternative 2, drilling on dry land and interpolating was discarded because the slight savings in cost were not worth the doubt over the interpolated results. Mr. Worth was asked if it would be possible to make estimated settlement calculations during construction from measurements taken during incremental loading of the pier. He answered that this would not be practical in part because of the difficulty in obtaining accurate, meaningful measurements and mainly because of the anticipated time lag of the settlement.

After a short discussion it was agreed that it would be necessary to drill two holes at each of piers 12 and 13 and to provide for the drilling of one additional hole at pier 11 and another at pier 14. The latter two holes would be drilled only if it was found necessary to obtain more data after studying samples from the four initial holes.

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MAY 13 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Walt Hart instructed Sverdrup & Parcel to prepare the necessary proposal.

Other Items

Walt Hart asked Jack Allen to investigate fatigue in Grade 60 rebar, particularly that incorporated in the deck.

Walt asked Jack Allen to consider dividing the project into separate substructure and superstructure contracts and even the value of dividing the substructure into two contracts.

Meeting adjourned at 11:05 a.m.

PMO/ag

cc E. S. Hunter
Glen Green
Jack Allen
Ed Worth ($CH_2M$ Corvallis)
R. L. Carroll

MAY 7-1975
I 205 - Col. Riv. Br.
Meeting FHWA Reg. office

| | |
|---|---|
| Marvin Parrella | S&P |
| Hank Steinbrugge | FHWA |
| Jack Allen | Sverdrup & Parcel |
| John Ramage | CH2M Hill |
| Herb Schell | FHWA |
| Phil Oakley | OSHD |
| ED WORTH | CH2M Hill |
| Andy Munoz | FHWA |
| Walt Hart | OSHD |
| John Garren | FHWA |

Bridge 9555

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 24, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

E. S. HUNTER

Dear Mr. Green:

Additional Test Borings
Columbia River (I-205) Bridge
Bridge 9555

Enclosed is a copy of a request from Sverdrup & Parcel for additional borings at piers 12 and 13 of the I-205 Bridge. The implications of an error in the prediction of settlement at these two piers is such that I would recommend proceeding with the additional borings.

I would appreciate your having an experienced soils engineer from the Federal Highway Administration review the attached settlement calculations. His recommendations should be received before we reply to Sverdrup & Parcel.

There is approximately $43,000 for supplemental foundation investigation under the original preliminary design agreement. These funds were not used in the initial foundation investigation and could be applied against the cost of these additional borings.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

WJH:dh
Enclosure

cc E. S. Hunter
R. N. Bothman
C. S. Gloyd
R. L. Carroll

RECEIVED
MAR 25 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8905

WASHINGTON STATE
HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

Highway Administration Building
Olympia, Washington 98504 (206) 753-6005

w TAA 9

Daniel J. Evans - Governor
G.H. Andrews - Director

RECEIVED
STATE HWY ENGR
MAR 28 '75
REFER TO
FOR
Info | Inves | R/W | C/R | Sign | Act | File

March 26, 1975

Mr. F. B. Klaboe
State Highway Engineer
Highway Division
Oregon Department of Transportation
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Interstate 205 has been in the planning stages for a number of years. It is a facility that we, along with many others, have recognized a need for.

The existing Interstate Bridge crossing the Columbia River is the only rubber tire oriented facility connecting the Oregon and Washington portions of the Portland-Vancouver metropolitan area. Currently, traffic on the bridge is exceeding its designated capacity during weekday peak hours as well as most heavy week end and summer months travel periods. This congestion is currently causing serious traffic disruption, noise, air pollution, delay and economic loss to the highway user.

Since there is a demonstrated need for additional vehicular capacity between Portland and Vancouver today, the possibility of not building Interstate 205 would have serious and far reaching impacts in Vancouver and Clark County. The existing bridge congestion would be totally intolerable from the users' standpoint for the most part of every day.

Considerable growth has occurred in the Camas-Washougal and northeast Vancouver areas in anticipation of this bridge being constructed. A great deal of money has been invested by people purchasing new homes and by developers in these areas. If the bridge is not built, a surplus of homes without buyers could exist causing serious financial problems to the developers. It could also create serious over-all economic hardships along with serious impacts on the land development patterns in these areas. These impacts have not been discussed adequately in Section D of the Environmental Impact Statement.

" Schroeder

Copy To Potter
TAA 3-28-75

A. H. Parker Chairman, Bremerton | Harold Walsh, Everett | Baker Ferguson, Walla Walla | Virginia K. Gunby, Seattle | Howard Sorensen, Ellensburg | Harold L. Boulac, secretary

Section B of the report discusses the status of the right of way acquisition in the project area. It is implied that it includes only the Oregon section of I-205. Washington has purchased all but one parcel of right of way needed for the project in Washington, and, in fact, has the major portion of the facility built. We feel this should be discussed in this portion of the statement.

Section C titled "Alternate Design Within Existing Corridor", should be expanded to discuss the impacts of this design revision upon Clark County.

The above discussion of the potential adverse impacts of an alternate design should be considered in the ultimate decision on this project.

I would urge the Oregon Department of Transportation to move ahead with the construction of I-205 across the Columbia River as expeditiously as possible.

Sincerely,

G. H. ANDREWS
Director of Highways

GHA:bt

8905

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: Bridge 9555

Salem, Oregon
December 16, 1974

FROM: Philip M. Oakley
Supervising Design Engineer

TO: Memo to the File

SUBJECT:
Transit Vehicle Capacity
Columbia River (I-205) Bridge
Bridge 9555

copy in Pla 8 Portland-Mult Co

Mr. Jack Allen of Sverdrup and Parcel reported by telephone today that they had, at our request, investigated the capacity of the subject bridge to carry rail transit vehicles.

The investigation compared three lanes of highway traffic plus one transit lane with the present design load of four traffic lanes.

From the results of their investigation it was determined that a unit of the bridge could support one BART car, or two PCC cars.

The BART car has a gross weight of 83,000 pounds and a passenger capacity of 72 seated. The structure will not accommodate the BART units as a train. The BART units can be operated as single units with a spacing of approximately 500 feet.

The structure, as designed, will accommodate the PCC cars which can be operated in units of two. The individual unit weight is 50,000 pounds with provisions for 50 passengers seated.

The structure will not carry the Boeing light rail vehicle. This unit has a gross weight of 103,000 pounds with a total capacity of 219 including standees.

PMO:dh

cc F. B. Klaboe
E. S. Hunter
J. H. Versteeg
P. M. Oakley

NOTED
E. S. HUNTER

RECEIVED
DEC 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cy Ted Spence
4-25-79
On

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
December 5, 1974

FILE: Bridge No. 9555

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO: Memo to the Files

SUBJECT:

Columbia River (I-205) Bridge
Bridge No. 9555

NOTED
E. S. HUNTER

On Tuesday, December 3, 1974, I contacted Jack Allen of Sverdrup & Parcel, and requested that he give me a rough estimate of the implications of the revision in the design of the I-205 Bridge to accommodate a fixed-rail mass transit vehicle. This would be a vehicle similar to the BART or Boeing transit vehicles.

On Wednesday, December 4, Mr. Allen called and indicated that on a very rough estimate basis they would anticipate about 35,000 hours and 600 drawings would require revisions at an estimated cost of $600,000 and an accompanying project delay of 9 months.

WJH:dh

cc E. S. Hunter
J. H. Versteeg
R. N. Bothman

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DEC 5 1974
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ASSISTANT STATE HIGHWAY ENGINEER

Copy Ted Spence
4-26-79
BL

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 23, 1974

NOTED
E. S. HUNTER

Mr. Jack Allen, P.E.
Sverdrup & Parcel and Associates, Inc.
P. O. Box 369
Bellevue, WA 98004

Dear Mr. Allen:

Columbia River (I-205) Bridge
Bridge No. 9555
Light Rail Capacity

It has been suggested that it may be desirable to add a light rail system to the subject structure at a later date without structural modification to the bridge as it is presently being designed.

A typical section showing the location of the light rail lane and data for the light rail vehicle is attached. Also attached for your information is a sketch of a scheme used to fasten rails to concrete.

Would you please submit your estimate of the engineering costs required to determine the number of cars (to a maximum of four) in a train that could traverse the bridge with no alterations to the present design.

Very truly yours,

Walter J. Hart
Bridge Engineer

PMO:dh
Attachments

cc E. S. Hunter

Copy - Ted Wenica San FBK
4-26-79

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APR 24 1974
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ASSISTANT STATE HIGHWAY ENGINEER

8905

9

# OREGON STATE HIGHWAY DIVISION

File: Bridge 9555

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 19, 1974

Mr. Glen Green
Division Engineer
Federal Highway Administration

NOTED
E. S. HUNTER

Dear Mr. Green:

Columbia River (I-205) Bridge
Bridge 9555
Your File 10-41.7

Your letter of May 2, 1974 requested comments on the several consultant studies relating to the extension and foundation design criteria for the Columbia River Bridge. We believe that sufficient information is now available to answer most of the questions raised.

Sverdrup & Parcel Report - Southerly Extension

The design of the main river crossing and planning for the southerly extension is proceeding on the assumption of the short fill alternate across Government Island. The grade line across Government Island has been lowered to reduce the impact of the fill on the Island. The main channel vertical navigational clearance of 150 feet was arrived at after considerable discussion with marine interests, both public and private. This clearance was accepted and approved with issuance of the original Coast Guard permit. We believe that any attempt to reduce this clearance could bring objections and potential delays which could far outstrip any saving which might result from a minor grade revision.

With the extension of the structure, the small boat channel will fall in the south channel. A vertical clearance of 48 feet is being proposed. This clearance is limited by the glide path clearance for the future PIA north runway extension.

Bauer Report

The calculation for backwater in the Bauer report is based on the 1960 edition of the FHWA publication "Hydraulics of Bridge Waterways." A

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ASSISTANT STATE HIGHWAY ENGINEER

subsequent second edition, 1970, modified the equation for backwater calculation by adding a factor Alpha 2. The effect of applying this revised equation is to increase the maximum backwater by 0.15 feet. This increase is not considered significant at the I-205 bridge crossing site.

CH2M Report

The results of the pile and plate load tests have been covered in a report from CH2M. You have copies of this report.

A foundation design criteria has been established for piers 1 through 10. The design criteria for piers 11, 12 and 13 is still under study. It is anticipated that additional soil borings may be necessary at piers 12 and 13. Piers 14 south will be supported on steel bearing piles with a design tip bearing pressure of 12,000 psi.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

WJH:dh

cc E. S. Hunter

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

RECEIVED
HWY ENGR
MAY 3 '74
REFER TO Hunter
FOR
Ch | Pl | Cl | Con | Act | File

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 2, 1974

In reply refer to: 10-41.7

SUBJECT: Oregon Project I-205-7(2)303
Columbia River Bridge

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

5-16 Glad DLS reply direct Ed H

We have reviewed the following three documents on the Columbia River structure location:

1. Report on the Southerly Extension of the Proposed I-205 Columbia River Bridge, March 1974 by Sverdrup & Parcel.

2. Hydraulic Studies I-205, Columbia River Bridge, Portland, Oregon and Vancouver, Washington February 14, 1974 by Bauer Engineering Inc.

3. Preliminary Foundation Investigation I-205 Columbia River Bridge South Channel Extension, February 20, 1974 by $CH_2M$.

All are accepted as submitted with the following comments which are based on the three reports, correspondence and numerous meetings with citizen committees and concerned Governmental groups.

S&P Report: Alternate 2, the 1155' fill section proposed across Government Island, is considered satisfactory. We suggest you review the grade line and determine if the 150' and 69' height in the main and small boat channels respectively can be reduced.

Bauer Report: We note in the Bauer report there is an apparent engineering error found on page IV 5 under Item 2, Headloss Due to Bridge Piers. Computations for backwater were based on 1960 BPR publication titled Hydraulics of Bridge Waterways. This publication was updated in the Second Edition in 1970 and the results would show an increase in backwater. We feel the error is not appreciable but would like confirmation.

(more)

RECEIVED
MAY 7 1974
BRIDGE DIVISION

NOTED
W. J. HART

RECEIVED
MAY 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

CH$_2$M Report: The foundation report lacks the input from the pile and plate load test program. This information should be included in the final foundation design criteria. Also the assumed scour depth shown on page 7 should be confirmed prior to final selection of pile depths.

Please review these comments and give us your reply when appropriate information is available.

for G. L. Green

8905

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 7, 1974

FILE:

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Columbia River Crossing
East Portland Freeway
Multnomah County

TO: E. S. Hunter
Assistant State Highway Engineer

It is the recommendation of this office that the highway lighting on I-205 from the south stop at Columbia Boulevard, spot light the Airport Interchange and provide no lighting on the Columbia River Bridge. This is based on the cost, energy use, and maintenance of such lighting.

There has to be a very real need for such installation before it should be considered.

Your concurrence is requested.

11-12-74
Hal
I would agree except for the Bridge. If you have reasons let's discuss.
Ed

DNS:we
cc: W. J. Hart
R. N. Bothman

RECEIVED
NOV 12 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

11-12-74
ORIGINAL TO
Hal Versteeg

8905

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

OCT 21 '74
REFER TO
FOR

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 18, 1974

In reply refer to: 1041BR

SUBJECT: Oregon Project I-205-7(2)303
Columbia River Bridge
Dynamic Measurements for Pile Bearing Capacity
Demonstration Project No. 27

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. Walt Hart, Bridge Engineer

Listed below are three reports on the pile bearing capacity using dynamic measurements under Demonstration Project No. 27. Two of these reports concern the Columbia River Bridge data taken by our people. The reports are:

1. Predicting Pile Bearing Capacity from Dynamic Measurements Demonstration Project No. 27
2. Processed Results on Two Piles Tested Dynamically by FHWA, dated March 1974
3. Processed Results on Four Piles Tested Dynamically by FHWA, dated August 1974

NOTED
E. S. HUNTER
Walt Hart
Al Bowdle
10-28-74

Also attached is the September 11, 1974 memorandum on the result of the Columbia River testing by the Case Western Reserve Dynamic Method in February and March of this year. It appears that this method has application in some circumstances and can be used effectively to predict ultimate pile capacities and energy delivered by the hammer to the pile top. While the data acquired on the Columbia River project is somewhat misleading in one instance at Site H, the recorded information at Site E agrees relatively well with the actual static capacity of the piling. It appears that knowledge of the instruments and field experience could go a long way in effectively using this method for predicting pile capacities. This information is sent for your review and the review of $CH_2M$ who are consultants on the foundation study of this structure.

We in FHWA would again like to thank you for participating in this demonstration project. We feel that the State of Oregon's contribution will help clarify questions on this important addition to pile bearings. Please return your reports when you are finished with your review.

G. L. Green

RECEIVED
OCT 21 1974
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ASSISTANT STATE HIGHWAY ENGINEER

Attachments

10-28-74
ORIGINAL TO
Walt Hart
w/att.

(Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: September 11, 1974

In reply refer to: 15-01.6

SUBJECT: Demonstration Project No. 27, Predicting Pile Bearing Capacity from Dynamic Measurements

FROM: Regional Engineer
By: Chief, Demonstration Projects Division
Arlington, Virginia

TO: Mr. Louis E. Lybecker
10-00 Regional Federal Highway Administrator
Portland, Oregon
ATTN: Mr. A. Munoz

Predictions of the ultimate static bearing capacity of the piles driven for the I-205 bridge over the Columbia River were made by the Case Western Reserve dynamic method in February and March of this year. The predictions at the job site were made by FHWA personnel assigned to Demonstration Project No. 27 by using a portable analog computer. Office predictions were also made by Messrs. Goble and Likins of Case Western Reserve. The researchers used taped records of force and acceleration that were collected in the field during driving. These office predictions are discussed in the two attached reports dated March and August 1974.

Static load test data from two sites, E and H, are available for comparison with the predictions. At site E the field computer prediction of the ultimate bearing capacity was 1,118 kips. The office prediction was in the high 900- to low 1000-kip range. The static load test failure load was about 1100 to 1200 kips, depending upon the failure criterion selected. The pile at this site was end bearing.

For site H the August report states that "Because data was not taken at final penetration, results should not be compared with static tests." The authors were under the impression that the pile was driven much deeper, whereas the pile was driven only 2 feet deeper. The blow counts for the pile did not change significantly during the driving of this last two feet. Thus, if set-up (pile capacity change with time) effects were insignificant, their predictions should have been applicable.

-more-

Messrs. Goble and Likins state that for site H, "the D75 method is probably most accurate in this driving condition." From Figure 4 in their August report, it appears as though their prediction is about 240 kips. The static load test failure load was about 380 to 440 kips. However, it should be noted that set-up effects may have been significant at site H. As we do not have boring logs from site H, it is impossible for us to make any estimate of the possible influence of set-up. In general, set-up is important for fine-grained soils.

The field computer prediction at site H was 600 kips. However, as stated in the August report by the researchers, that prediction was obviously too high. The office evaluation of the raw data clearly showed that the pile exhibited weak tip behavior. The settings that are used on the field computer are dependent on the type of pile behavior, i.e., end bearing or friction. The setting used was for an end-bearing condition, causing the field prediction to be too high.

The damping constants mentioned in the report by Goble and Likins are used in the office calculations of predicted capacity.

The cooperation of the State is appreciated, as the data collected at this site should be valuable for the verification portion of Demonstration Project No. 27.

Also attached is a copy of a report describing the state-of-the-art of using the Case Western Reserve analog computer system, prepared by Region 15. This report has information that should be of interest to the State.

for Douglas A. Bennett
James N. Hall

Attachments (3)

8

1-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: Br. 9555

October 2, 1974

Salem, Oregon

ORIGINAL SIGNED
R.W. ELLISON

M: R. W. Ellison
Bridge Administration Engineer

Mr. Larry Rulien
Project Management Engineer

SUBJECT:

Columbia River (I-205) Br.
Forecast of Estimated Quarterly
Contract Payments
Oregon Portion

NOTED
E. S. HUNTER

Attached is an updated forecast of estimated quarterly contract payments for the Oregon portion of the subject structure.

This forecast is based on our most current estimate of contract letting dates for the various portions of the structure. The estimate assumes that the Washington shore portion of the structure will be contracted by the Washington Department of Highways.

The estimated costs shown have been adjusted for inflation to the currently anticipated date of award for each contract.

RWE/ag
Attach.

cc A. E. Johnson w/attach.
E. S. Hunter w/attach.
V. E. Skoog w/attach.
R. N. Bothman w/attach.
W. J. Hart w/attach.
L. L. Wallace w/attach.
P. M. Oakley w/attach.

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OCT 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division
BRIDGE DESIGN UNIT

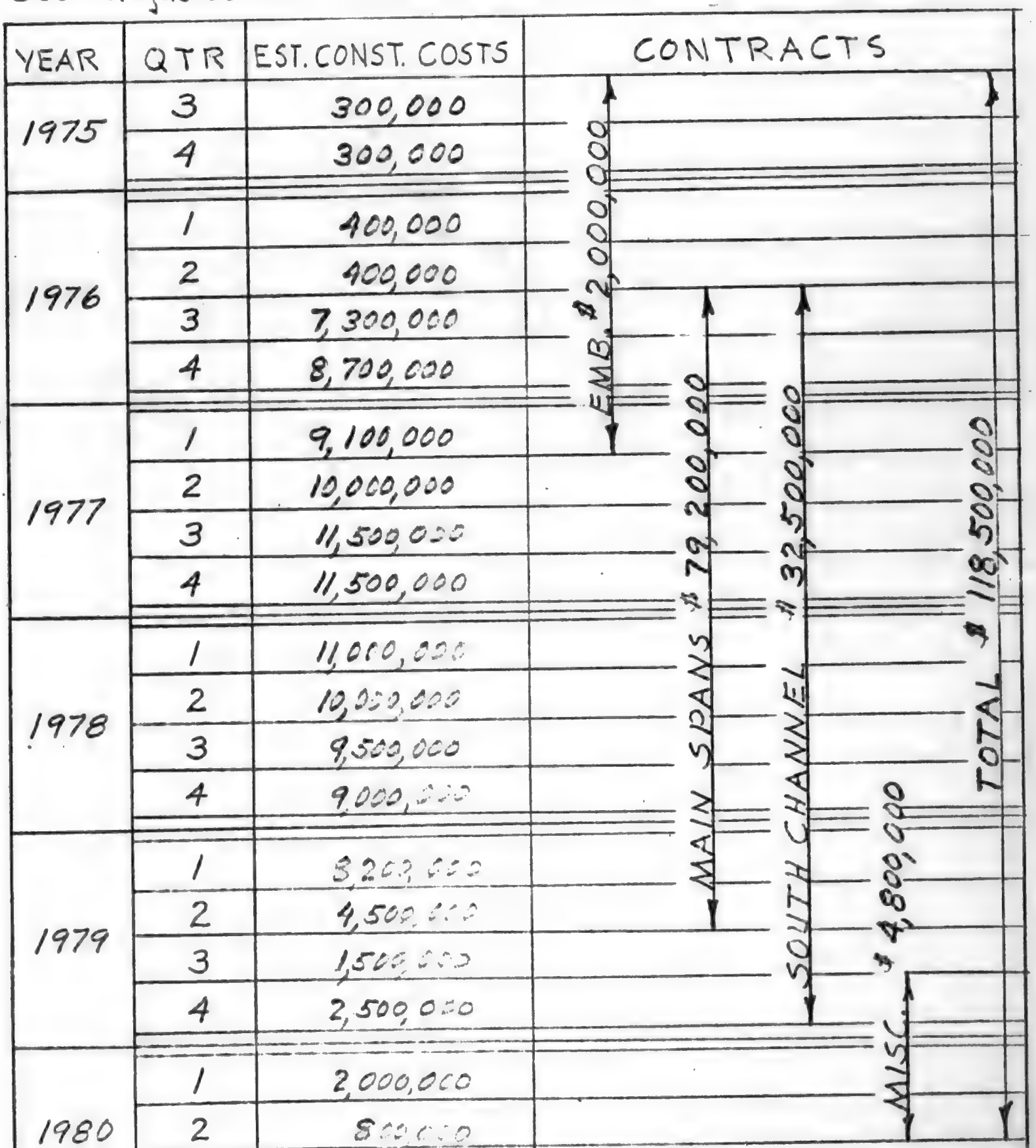
Sheet 1

Bridge Columbia River (I-205) Bridge County Multnomah

Designed by PMO Date Oct. 1, 1974 Bridge No. 9555

Cost adjusted for inflation to proposed date of award.

| YEAR | QTR | EST. CONST. COSTS |
|---|---|---|
| 1975 | 3 | 300,000 |
| | 4 | 300,000 |
| 1976 | 1 | 400,000 |
| | 2 | 400,000 |
| | 3 | 7,300,000 |
| | 4 | 8,700,000 |
| 1977 | 1 | 9,100,000 |
| | 2 | 10,000,000 |
| | 3 | 11,500,000 |
| | 4 | 11,500,000 |
| 1978 | 1 | 11,000,000 |
| | 2 | 10,000,000 |
| | 3 | 9,500,000 |
| | 4 | 9,000,000 |
| 1979 | 1 | 5,200,000 |
| | 2 | 4,500,000 |
| | 3 | 1,500,000 |
| | 4 | 2,500,000 |
| 1980 | 1 | 2,000,000 |
| | 2 | 800,000 |
| | 3 | |



WORK SHEET
PMD.

| YEAR | QT | MS | CONTRACT EMB. | SO. CH. | MISC. | TOTAL |
|---|---|---|---|---|---|---|
| 1975 | 3 | | 0.3 | | | 0.3 |
| | 4 | | 0.3 | | | 0.3 |
| 1976 | 1 | | 0.4 | | | 0.4 |
| | 2 | | 0.4 | | | 0.4 |
| | 3 | 5.0 | 0.3 | 2.0 | | 7.3 |
| | 4 | 6.0 | 0.2 | 2.5 | | 8.7 |
| 1977 | 1 | 6.5 | 0.1 | 2.5 | | 9.1 |
| | 2 | 7.0 | | 3.0 | | 10.0 |
| | 3 | 8.0 | | 3.5 | | 11.5 |
| | 4 | 8.0 | | 3.5 | | 11.5 |
| 1978 | 1 | 7.5 | | 3.5 | | 11.0 |
| | 2 | 7.5 | | 2.5 | | 10.0 |
| | 3 | 7.5 | | 2.0 | | 9.5 |
| | 4 | 7.0 | | 2.0 | | 9.0 |
| 1979 | 1 | 6.2 | | 2.0 | | 8.2 |
| | 2 | 3.0 | | 1.5 | | 4.5 |
| | 3 | | | 1.5 | | 1.5 |
| | 4 | | | 0.5 | 2.0 | 2.5 |
| 1980 | 1 | | | | 2.0 | 2.0 |
| | 2 | | | | 0.8 | 0.8 |
| | | 79.2 | 2.0 | 32.5 | 4.8 → | 118.5 |

8905

9

Box 300
Salem OR 97308
August 13, 1974

1041BR

Oregon Project I-205-7(2)302
Columbia River Bridge
Bridge Status Meeting, August 12, 1974

NOTED
E. S. HUNTER

RECEIVED
HWY ENGR
AUG 16 74
REFER TO
Hunter - Schnacke
FOR
Sub | | D/R | Sign | Act | File

H. A. Schell, Division Bridge Engineer

NOTED
A. E. JOHNSON

Mr. C. L. Green, Division Engineer
Salem, Oregon

On August 12 a meeting was held to discuss the current status of the Columbia River Bridge and cite decisions necessary to proceed with the design. Those attending the meeting were:

OSHD: Messrs. F. Klaboe, A. E. Johnson, E. S. Hunter, C. T. Kessey, W. Hart, R. Ellison, P. Oakley, S. Couper

FHWA: Messrs. L. Lybecker, H. Henry, R. Tokerud, G. Green, H. Schell

The presentations and discussions were in four parts described below:

Overall Objectives of the Meeting by Schell
Washington State Status, Terrain, and Potential Problems by Hart
Historical Structure Development and Current Status by Oakley
Design Status and Necessary Decisions to Proceed by Ellison

These items were discussed at length and the following decisions were agreed upon by those in the meeting; subject to EIS approval and final Coast Guard approval of clearances:

1. The extension alternate will be structure with a short (1200+') low embankment fill across Government Island.

2. The profile for the main channel will be that originally proposed and approved by the Coast Guard up a few hundred feet north of Government Island. Across the Island the low profile (19+' of fill) will be the desired alternate in the EIS and the 48' clearance will be maintained for the small boat channel north of the Oregon shore.

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AUG 21 1974

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ASSISTANT STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

NOTED
R. ELLISON

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AUG 15 1974
BRIDGE DIVISION

3. The State in selecting Alternate 2 will proceed with the design of the extension (fill and structure) to the Oregon shore using their own forces.

4. The noise and the air quality EIS statement will be based on the 1979 completion of the structure and the installation and operation of monitoring equipment until auto pollutants are reduced below required standards. The roadway section could be in conflict with the standards for a maximum of six years. (It is expected that the emissions will be controlled fully by 1985.)

With the decisions made above the State will give the consultant direction to complete his part of the work and will get on with their part of the design. The meeting was adjourned just before 12 noon.

Original Signed by
H. A. Schell
Division Bridge Engr.
H. A. Schell

ab

cc:
Region (10BH)
OSHD (R. Ellison)

RECEIVED
AUG 15 1974
BRIDGE DIV...O

8905

COLUMBIA RIVER (I-205) BRIDGE

DECISION POINTS

NOTED
H. S. COULTER

1. Extension alternate.

   ~~A. All structure.~~

   B. Structure plus short embankment. ✓

   ~~C. Structure plus long embankment.~~

2. Profile revisions.

   A. Main channel. No Revision

   B. Government Island. Low Profile

3. Design.

   ~~A. Select Alternate 1, 2 or 3 and proceed with the design. Design to be by the Consultant.~~

   B. Select Alternate 2 or 3 and proceed with the design of the main structure by Consultant and design of the embankment section plus the south channel crossing by the State.

8-12-74

Meeting w/ Adm. Staff, Br. Design, Feds – Mon Aug 12, 1974.
Concensus to proceed as checked above.

File, please 8-11-74

COLUMBIA RIVER (I-205) BRIDGE

DECISION POINTS

1. Extension alternate.

   A. All structure.

   B. Structure plus short embankment. ✓

   C. Structure plus long embankment.

2. Profile revisions. low grade line

   A. Main channel.

   B. Government Island.

3. Design.

   A. Select Alternate ~~1~~, 2 or ~~3~~ and proceed with the design. Design to be by the Consultant.

   B. Select Alternate 2 or ~~3~~ and proceed with the design of the main structure by Consultant and design of the embankment section plus the south channel crossing by the State.

State design South approach

Aug 11, 1974

COLUMBIA RIVER (I-205) BRIDGE

DECISION POINTS

1. Extension alternate.

   A. All structure.

   ✓ B. Structure plus short embankment.

   Ant * C. Structure plus long embankment.

2. Profile revisions.

   A. Main channel. no change.

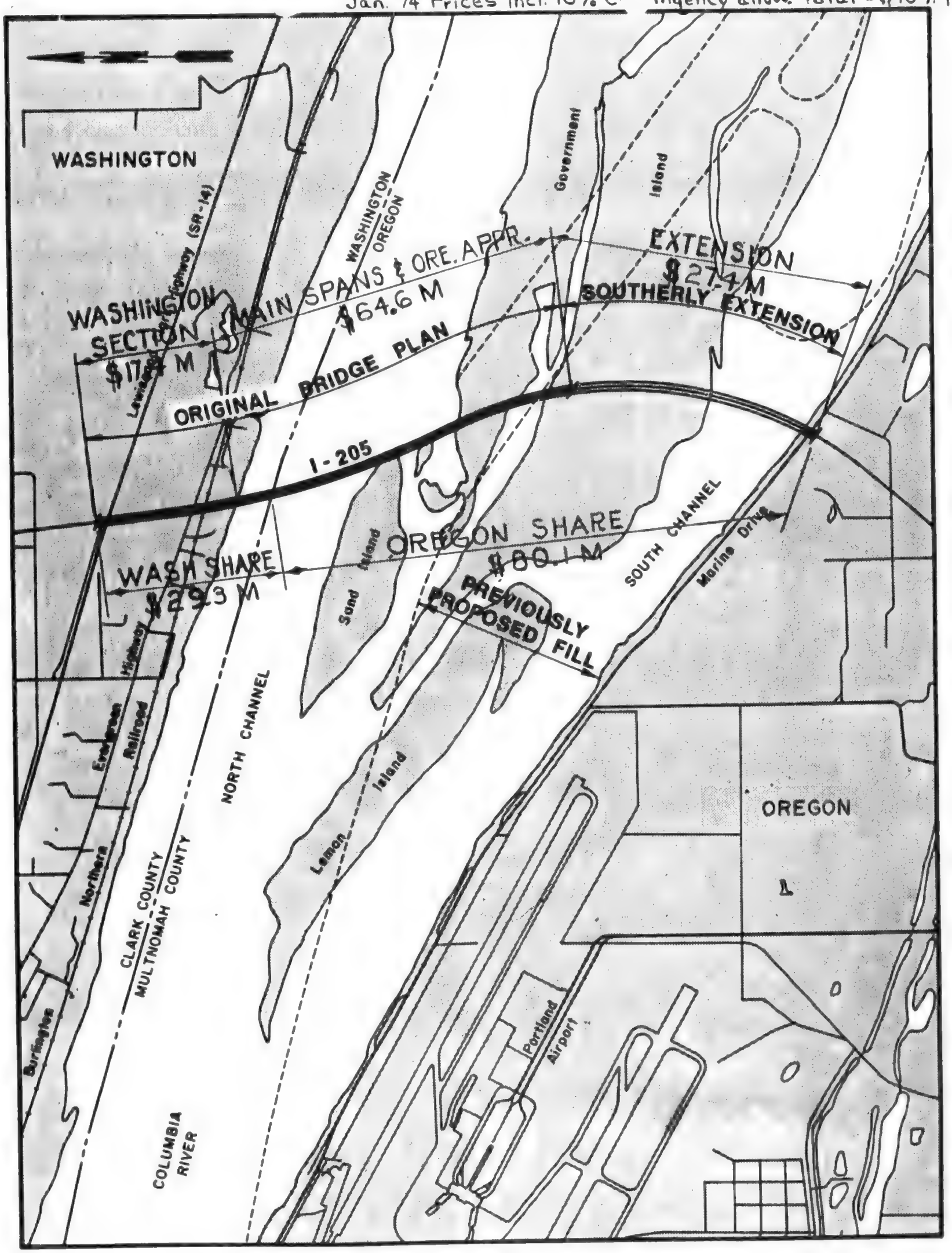
   ✓ B. Government Island. lower grade line

3. Design.

   A. Select Alternate 1, 2 or 3 and proceed with the design. Design to be by the Consultant.

   ✓ B. Select Alternate 2 or ~~3~~ and proceed with the design of the main structure by Consultant and design of the embankment section plus the south channel crossing by the State.

Extension Alternate # 2 - minimum fill
Jan. '74 Prices incl. 10% c[illegible]ingency allow. Total = $109.4 M.




**VICINITY MAP**

I - 205

COLUMBIA RIVER BRIDGE

## ESTIMATED CONSTRUCTION COSTS

| ALTERNATE | WASHINGTON | OREGON | TOTAL |
|---|---|---|---|
| #1 Structure | $29,300,000 | $89,000,000 | $118,300,000 |
| #2 Minimum embankment | 29,300,000 | 80,100,000 | 109,400,000 |
| #3 Maximum embankment | 29,300,000 | 69,100,000 | 98,400,000 |

Note: Estimates based on January 1974 prices and include a 10% contingency allowance.

Estimated cost original bridge length $82,000,000.

Form E-147—1965

OREGON STATE HIGHWAY DEPARTMENT

COLUMNAR TABULATION SHEET

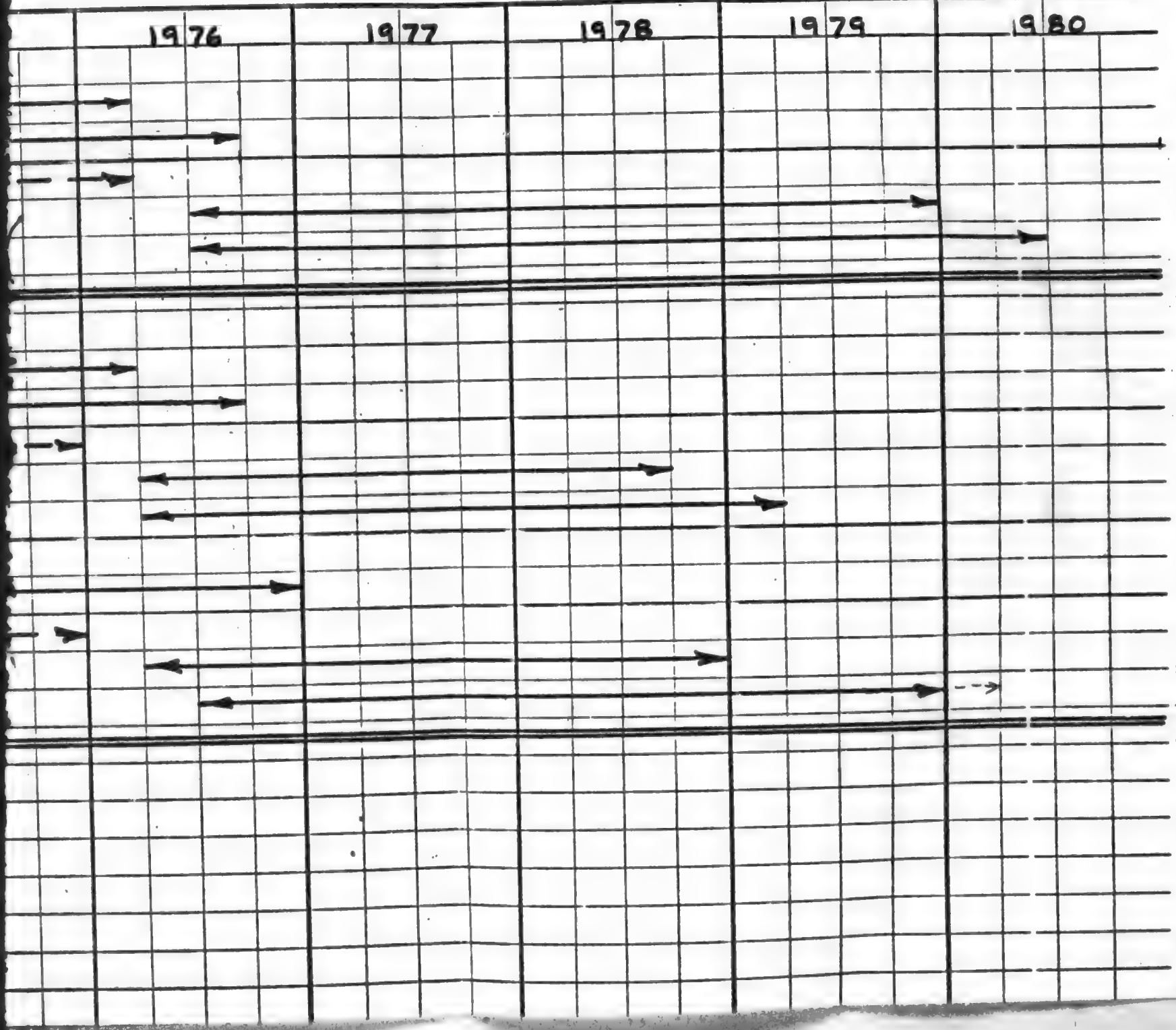
# DESIGN & CONSTRUCTION SCHEDULE COLUMBIA

State Printing

| ALT. | ITEM | 1974 | 1975 | 1976 | 1977 |
|---|---|---|---|---|---|
| | DESIGN WASH. APPR. | ← – – – → | | | |
| | CONST. SUBSTRUCTURE | | ← – – – → | | |
| | CONST. SUPERSTRUCTURE | | ← – – – – – → | | |
| I | DESIGN REMAINDER | ← – ← – – – – – – → | | | |
| | CONST. SUBSTRUCTURE | | | ← – – – → | |
| | CONST. SUPERSTRUCTURE | | | ← – – – → | |
| | DESIGN WASH. APPR. | ← – – – → | | | |
| | CONST. SUBSTRUCTURE | | ← – – – → | | |
| | CONST. SUPERSTRUCTURE | | ← – – – – – → | | |
| | DESIGN MAIN CHANNEL | ← – ← – – – – – → | | | |
| II | CONST. SUBSTRUCTURE | | | ← – – – → | |
| | CONST. SUPERSTRUCTURE | | | ← – – – → | |
| | DESIGN EMBANKMENT | ← – → | | | |
| | CONST. EMBANKMENT | | ← – – – – – – → | | |
| | DESIGN SOUTH CHANNEL | ← – – – – – – → | | | |
| | CONST. SUBSTRUCTURE | | | ← – – – → | |
| | CONST. SUPERSTRUCTURE | | | ← – – – → | |

HEDULE COLUMBIA RIVER (I-205) BRIDGE

SHEET ____ OF ____ SHEETS



Form E-101—1966

OREGON STATE HIGHWAY DEPARTMENT

COLUMNAR TABULATION SHEET

# DESIGN & CONSTRUCTION SCHEDULE COLUMBIA

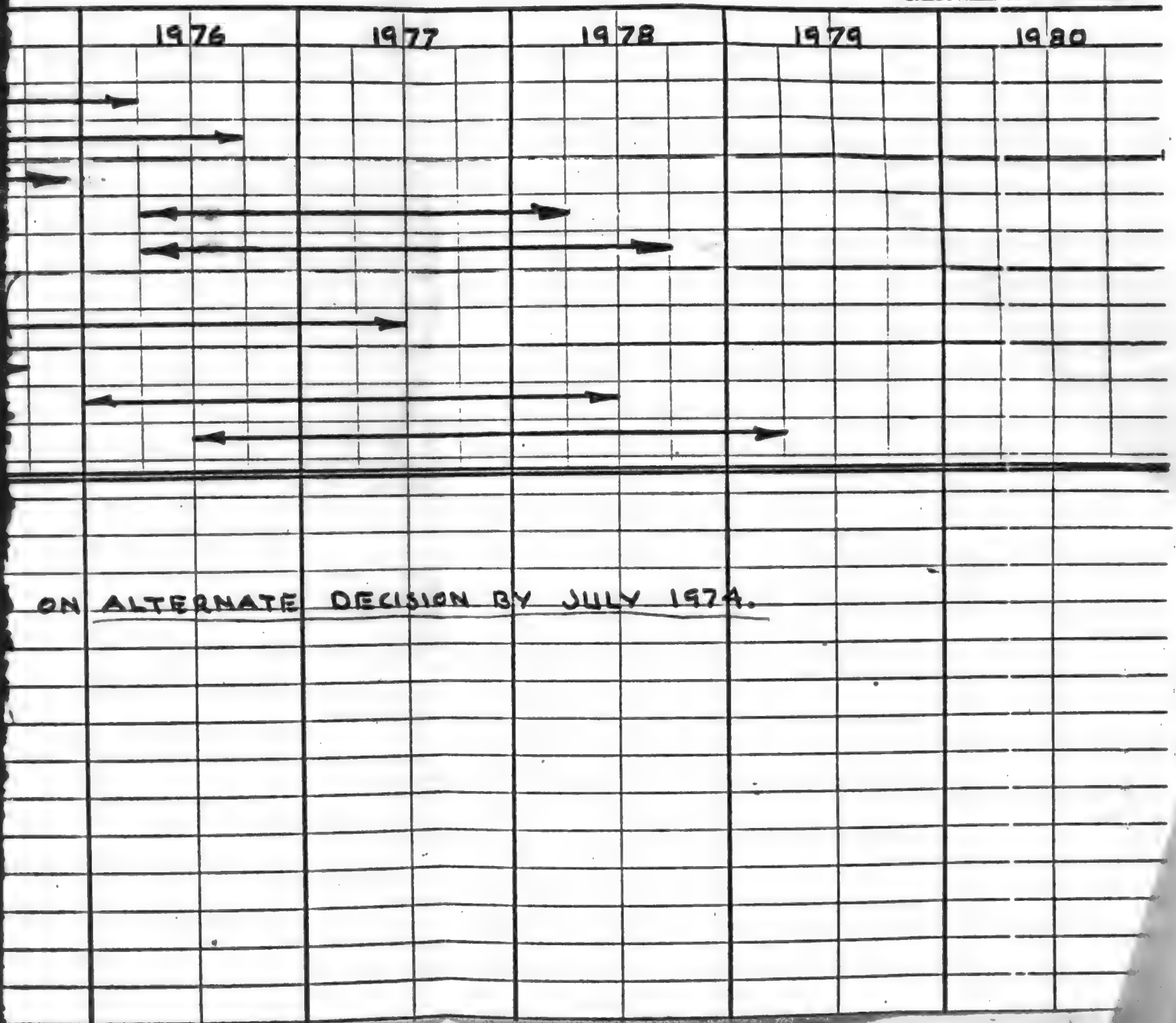
State Printing

| ALT. | ITEM | 1974 | 1975 | 1976 | 1977 |
|---|---|---|---|---|---|
| | DESIGN WASH. APPR. | ← – – – → | | | |
| | CONST. SUBSTRUCTURE | | ← – – – → | | |
| | CONST. SUPERSTRUCTURE | | ← – – – – – → | | |
| | DESIGN MAIN CHANNEL | ← – ← – – – – – → | | | |
| III | CONST. SUBSTRUCTURE | | | ← – – – – | |
| | CONST. SUPERSTRUCTURE | | | ← – – – – | |
| | DESIGN EMBANKMENT | ← – → | | | |
| | CONST. EMBANKMENT | | ← – – – – – | – – – – → | |
| | DESIGN SOUTH CHANNEL | ← – – – – – → | | | |
| | CONST. SUBSTRUCTURE | | | ← – – – – | |
| | CONST. SUPERSTRUCTURE | | | ← | |

NOTE: SCHEDULE IS BASED ON ALTERNATE DECIS

CHEDULE COLUMBIA RIVER (I-205) BRIDGE

SHEET ____ OF ____ SHEETS




ON ALTERNATE DECISION BY JULY 1974.

MAJOR ADVANTAGES

ALTERNATE 1 ALL STRUCTURE

1. Least disturbance to Government Island.
2. Least disturbance to riverbed.
3. Best appearance with present grade line.
4. Choice of environmental agencies.

ALTERNATE 2 MINIMUM EMBANKMENT

1. Less cost than Alternate 1 ($8,900,000).
2. Earlier completion date than Alternate 1 (6 months).
3. Best appearance with lower profile.
4. Permits most logical point to break both design and construction contracts.

ALTERNATE 3 MAXIMUM EMBANKMENT

1. Least cost ($19,900,000 below Alternate 1).
2. Earliest completion date (15 months before Alternate 1).

## MAJOR DISADVANTAGES

### ALTERNATE 1 ALL STRUCTURE

1. Highest cost.
2. Longest construction time.
3. Difficulty in splitting contracts (Design and Construction).

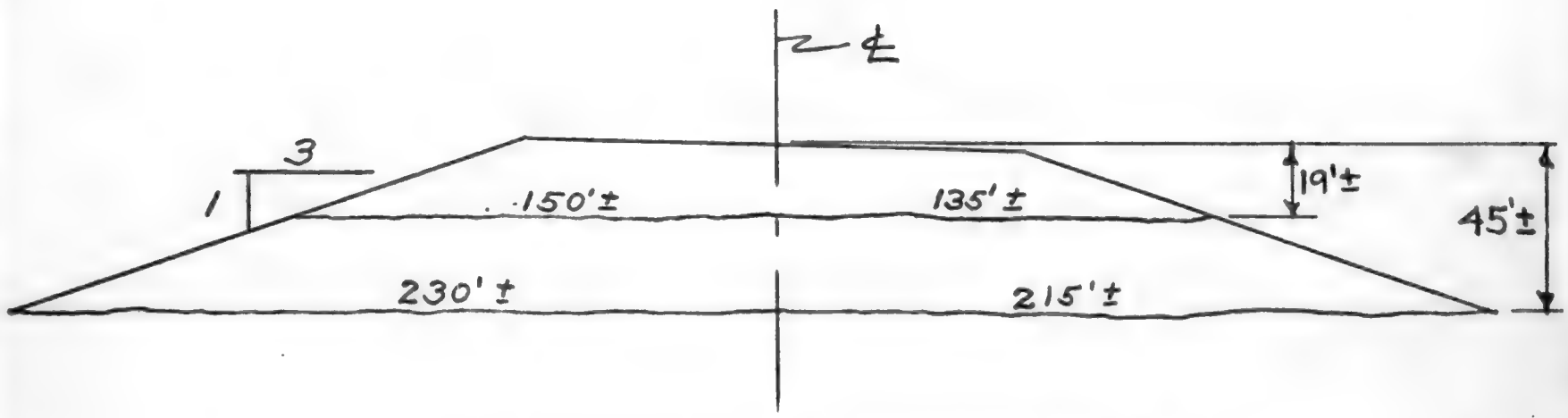
### ALTERNATE 2 MINIMUM EMBANKMENT

1. Visual and environmental impact of high fill.
2. Restricts use of Government Island.
3. Public opposition to fill.
4. Dredging operations in the river.
5. Pressure to provide access to Government Island.

E.I.S. being prepared on this basis.

### ALTERNATE 3 MAXIMUM EMBANKMENT

1. Magnifies all disadvantages of Alternate 2.
2. May require flood protection of Washington shore.
3. Possible future litigation for flood damage.




TYPICAL EMBANKMENT
GOVERNMENT ISLAND

| | LOW | HIGH |
|---|---|---|
| FILL VOLUME | 200,000 cy | 640,000 cy |
| R/W AREA | 10½ Acres | 15 Acres |
| EMBANK LENGTH | 1,200' ± | 1,100' ± |

QUANTITIES ARE FOR ALT. 2 MINIMUM EMBANKMENT

## LOWERING PROFILE

ADVANTAGES

1. Saves construction time and costs.
2. Reduces environmental impact on Government Island.
3. Reduces visual impact of embankment.
4. Improves visual experience of crossing the bridge.?
5. Improves acceptance of Alternates 2 or 3.

## ALIGNMENT SHIFT

ADVANTAGES

1. Shortens bridge (250'±).
2. Substantial cost and time savings for both design and construction.
3. Lessens impact on Government Island.
4. Improves visual impact of structure.

DISADVANTAGES

1. Limits expansion of airport to the east.
2. Requires reworking of Airport Interchange geometry.
3. Possible right-of-way problems.
4. Possible delays because of EIS.

## EXTENSION DESIGN COMPARISON

| ALTERNATE | TIME | | COSTS | |
|---|---|---|---|---|
| | CONSULTANT | STATE | CONSULTANT. | STATE |
| #1 | 27 months | 24 months | $575,000 | $390,000 |
| #2 | 23 months | 20 months | 475,000 | 325,000 |
| #3 | 19 months | 16 months | 400,000 | 275,000 |

Notes: Consultant's design time includes time for state forces to check the design.

State design costs do not include administrative overhead or costs for checking the Consultant's design.

Checking costs estimated at $50,000.

## RECOMMENDATIONS

| | Consultant | Bridge Division | |
|---|---|---|---|
| Extension | Alt. #3 | Alt. #2 | |
| Lower Profile Main Channel | None | Consider | No |
| Lower Profile Gov't Island | Yes | Yes | Yes |
| Revise Alignment | None | No | No |
| State Design of Extension | - - | Consider* | Yes |

* Alternates 2 and 3 only.

8905

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highway

June 26, 1974

Mr. Yamaguchi
Nippon Steel
611 West Sixth
Suite 1320
Los Angeles, California 90017

NOTED
E. S. HUNTER

Dear Mr. Yamaguchi:

Columbia River (I-205) Bridge
Bridge 9555
Request for Sketches

You recently requested sketches or other drawings showing general pier and span arrangements and general details for precast type piers.

Because of unresolved problems regarding a southerly extension of the structure, the total length of the structure and span arrangements have not been settled, and drawings showing the overall layout are not available at this time.

The original concept for pier construction was to use footings constructed within cofferdams. However, after recent contacts with Fish, Game, and Environmental Agencies, it appears precast type piers are an acceptable alternate. We have instructed our design consultant to review alternate type piers. This work is in the preliminary stages and information as to details for the precast type pier is not sufficiently advanced to be available currently.

Your interest in this structure is appreciated. We are sorry we cannot furnish specific information at this time.

Very truly yours,
ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

RECEIVED
JUN 26 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RWE/ag

cc E. S. Hunter
R. Jack Allen

8905.

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 19, 1974

In reply refer to: 10-41.7

SUBJECT: Oregon Project I-205-7(2)303
Columbia River Bridge
Bike Path Ramp and Piers 4 - 7 Realinement

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. E. S. Hunter, Asst State Highway Engineer

Mr. Hart's letter of February 21 requested approval of bike path ramps and design cost for the realinement of Piers 4 - 7.

NOTED
E. S. HUNTER
6-24-74
cc Hart
Reply and develop acceptable cost schedule
EH

We approve the design of Scheme G (Sheet 45 of preliminary plan submission) for the Washington ramps and Scheme J (Sheet 64) for the Oregon ramps.

We have given you verbal approval (December 20, 1973) for adjusting Piers 4 - 7 alinement as requested by the State of Washington subject to a satisfactorily supported cost and the incorporation of the work into a supplemental agreement. Some of the support data offered (see S&P letter, December 28, 1973, signed by Allen) is not consistent with previous acceptable overhead cost.

For G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
JUN 20 '74
REFER TO
FOR
Info. | Engrg | R/W | C | Const | T | File

RECEIVED
JUN 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 21, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Mr. Glen Green
Division Engineer
Federal Highway Administration

NOTED
E. S. HUNTER

FROM Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT Columbia River (I-205) Bridge
Bridge No. 9555
FHWA Approval

The State of Washington has expressed concern that FHWA approval for some design changes or additions has not been received in writing and therefore you may not participate in the additional costs incurred.

A review of our correspondence reveals only two possible areas for this concern. One is the approval of the choice of bike path ramps at each end of the structure. (Modified Alt. "G" at the Washington end and Modified Alt. "J" at the Oregon end.) The second item is the approval of the additional estimated cost of $5,910 for the redesign of spans 3 through 6 due to the realignment of piers 4 through 7. This latter was discussed at our joint meeting December 20, 1973.

Would you please forward your written approval of these two items at your earliest convenience?

PMO:dh

cc E. S. Hunter

RECEIVED
FEB 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

.AY COMMISSION
MENT OF HIGHWAYS

Highway Administration Building
Olympia, Washington 98504 (206) 753-6005

Daniel J. Evans, Governor
Chairman, Highway Director

DIRECTOR'S FILE

RECEIVED
STATE HWY ENG.
MAY 23 1974
REFER TO
Baldwin - al
FOR

May 22, 1974

Mr. Larry Rice
Executive Director, CRAG
6400 S. W. Canyon Court
Portland, Oregon 97221

Dear Mr. Rice: SR 5, Interstate Bridge

As you know, the Washington Department of Highways through authorization by the Highway Commission has made a substantial financial contribution to the study of traffic problems on the Interstate 5 corridor in Vancouver and Portland. I understand that CRAG has submitted a list of some sixteen projects to the Oregon Highway Department for their consideration in requesting federal funds for the project. One of these projects was the study and implementation of reversible lanes on Interstate 5.

A review of recent material that we have received from the Federal Highway Administration does not disclose any source of new money for administering a carpool demonstration project under the guidelines of Section 3 of the Emergency Highway Energy Conservation Act.

We recognize that there is traffic congestion at certain times on I-5 and we will, in company with the Oregon Division of Highways, review the traffic volumes and other data to determine if any additional studies are warranted. If such studies are warranted, they can be undertaken by either of the state highway agencies. If minor alterations or modification to existing I-5, such as pavement marking or signing, can be made which will increase the traffic flow consistent with traffic safety, we will be most pleased to review and consider them.

It appears as if the public interest would best be served if all agencies involved would make a maximum effort to accomplish the completion of Interstate 205 at the earliest possible date. The 205 bridge would afford the relief needed, as well as provide adequate lane capacity for future growth.

Sincerely,

GHA:eg
cc: F. B. Klaboe
R. A. Granger
R. L. Carroll

G. H. ANDREWS
Director of Highways

A. H. Parker, Chairman, Seattle | Harold Walsh, Everett | Baker Ferguson, Walla Walla | Virginia K. Gunby, Seattle | Howard Sorenser, Secretary

8905

April 11, 1974

Dear Ed:

Please take appropriate action in relation to I-205 EIS.

Bob

UNITED STATES COURT OF APPEALS

FOR THE NINTH CIRCUIT

FILED
MAR 26 1974
CLERK
U. S. COURT OF APPEALS

CITIZENS COMMITTEE FOR THE COLUMBIA RIVER, et al.,

Plaintiffs-Appellants,

vs.

HOWARD H. CALLAWAY, Secretary of the Army, et al.,

Defendants-Appellees,

PORT OF PORTLAND, a municipal corporation,

Intervenor-Defendant-Appellee.

No. 71-2052

RECEIVED
APR 3 1974
U. S. ATTORNEY
PORTLAND, ORE.

CARL A. PETTERSON, et al.,

Plaintiffs-Appellants,

vs.

HOWARD H. CALLAWAY, as Secretary of the Army, et al.,

Defendants-Appellees,

PORT OF PORTLAND, a municipal corporation,

Intervenor-Defendant-Appellee.

No. 73-1417

Appeals from the United States District Court for the District of Oregon

Before: DUNIWAY and GOODWIN, Circuit Judges, and KELLEHER,* District Judge

O P I N I O N

DUNIWAY, Circuit Judge:

These cases, although filed at different times, seek essentially the same relief - a halt to the proposed enlargement of the Portland International Airport, which

*The Honorable Robert J. Kelleher, United States District Judge for the Central District of California, sitting by

Plaintiffs-Appellants,

vs.

HOWARD H. CALLAWAY, Secretary of the Army, et al.,

Defendants-Appellees,

PORT OF PORTLAND, a municipal corporation,

Intervenor-Defendant-Appellee.

No. 71-2052

RECEIVED
APR 3 1974
U. S. ATTORNEY
PORTLAND, ORE.

CARL A. PETTERSON, et al.,

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## O P I N I O N

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*The Honorable Robert J. Kelleher, United States District Judge for the Central District of California, sitting by designation.

FPI-Sandstone
8-26-69-8000-6291

Copies to Potter
Johnson (HNTB)
4-11-74

RECEIVED
APR 11 1974
Office of
Assistant State Highway Engineer

contemplated extensive dredging and filling in the Columbia River, and to the proposed construction of a portion of Interstate Highway 205 and the construction of a highway bridge over the Columbia River, insofar as the plans called for filling in the river and the use of certain islands in the river for the highway and bridge.

In No. 71-2052, the court held that the plaintiff organizations did not have standing to sue, and dismissed the action. Thereafter action No. 73-1417 was filed, seeking substantially the same relief, but adding additional grounds for relief. The court held that the plaintiffs had standing to sue and tried the case on the merits. It found for the defendants on all issues and entered a judgment accordingly.

This panel heard oral argument in No. 71-2052 at Portland on April 30, 1973, but deferred submission until argument could be heard in No. 73-1417. That case was argued before the same panel on March 14, 1974, at San Francisco, and both cases were submitted for decision on that date.

Before the argument could be heard in No. 73-1417, we were advised by the parties that the Port of Portland has formally withdrawn its plan to enlarge the airport, and as a result the Corps of Engineers has cancelled the permit that it had issued for the work to be done in the Columbia River. In addition, the plans for highway I-205 have been changed so that neither the highway nor the bridge will be built on filled land in the river. Both the Port and the Federal defendants concede that if the now abandoned plans were revived, in whole or in part, there would be a new situation, one in which it would be necessary to obtain a new permit, and to comply with the National Environmental Policy Act, and with all other applicable laws.

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FTI-Sandstone
8-28-69-60M-4291

We are of the opinion that under the circumstances these actions are moot. Plaintiffs do not seriously argue otherwise, except as to one matter. A part of the islands in the river, the Government Island Game Refuge, was owned by the State of Oregon and managed by the Oregon State Game Commission. It had been acquired with federal assistance under the Pittman-Robertson Act, 16 U.S.C. §669 (1960). After the Port of Portland conceived its airport expansion plan, the State sold the land to the Port, the proceeds to be used to buy other lands for the same use, as required by 50 CFR §80.5(b)(4). Plaintiffs complain that the sale was unlawful, and that title should be restored to the State. Otherwise, they say, there would be an unlawful avoidance, as to this property, of the requirements of the Department of Transportation Act, §4(f), 49 U.S.C. §1653(f).

Because the Port's plans have never been implemented, the Oregon State Game Commission has continued to manage the lands in question, much as before they were sold to the Port, but the Port retains title.

The validity of the sale is a peripheral question in this case. It is raised as a basis for the plaintiffs' claim that the Department of the Interior's approval or comment to the Corps of Engineers, in connection with the proposed Corps permit to the Port, was invalid. As to that issue, the case is clearly moot.

This is not a proper case in which to decide whether the Port's title to the Government Island Game Refuge is valid. The State of Oregon, which sold the land to the Port, is not a party to this action. The Department of Transportation concedes that, if future plans for I-205 or the bridge should impinge upon the Refuge, section 4(f) would be applicable. These actions should not be kept alive

FPI-Sandstone

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FPI-Sandstone
8-28-69-6015-4201

merely for the purpose of litigating the Game Refuge issue.

Plaintiffs have filed motions that they be awarded substantial attorneys' fees and expenses in these actions. They claim that their actions, although the trial judge ruled against them on every point, were "successful" in that they, and they alone, stopped the project to which the plaintiffs objected. We do not think that this is a proper case for such an award.

Such an award cannot be made against the Urited States even if plaintiffs had won the cases. United States v. Chemical Foundation, Inc., 1926, 272 U.S. 1; United States v. Worley, 1930, 281 U.S. 339, 344; Ewing v. Gardner, 1951, 341 U.S. 321; United States v. Gila River Pima-Maricopa Indian Community, 9 Cir., 1968, 391 F.2d 53, 56-7. The Congress has not provided for an allowance of fees or expenses against the United States in cases such as these; 28 U.S.C. §2412 is to the contrary. The only statute on which appellants rely is the Clean Air Act of 1970, §304(d), 42 U.S.C. §1857h-2(d). This, however, is not the type of action authorized by §304.

As to the Port of Portland, the situation is different. There is no immunity for the Port. But we cannot say that this is the exceptional case in which we should deviate from the normal rule that one's attorneys' fees and expenses may not be recovered from the other party to an action, especially when the other party won the case. The Port's actions are as consistent with a firm and bona fide belief that it was at all times abiding by the law as they are with the plaintiffs' assertion that the Port contumaciously refused to do so. The change in the Port's plans is based upon changed circumstances relating to air traffic. Nor is it certain that plaintiffs have successfully

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FPI-Gandstone
8-26-69-8015-4291

enforced important statutes enacted to protect and benefit the public. The only judgment on the merits indicates that they have not.

The motion for attorney fees, costs, and related expenses is denied.

Each case is remanded to the district court with directions to vacate the judgment and to enter a judgment dismissing the action as moot.

they have not.

The motion for attorney fees, costs, and related expenses is denied.

Each case is remanded to the district court with directions to vacate the judgment and to enter a judgment dismissing the action as moot.



FPI-Bandstone
8-26-83-800X-4201

8905

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

RECEIVED
STATE HWY ENGR
MAR 18 '74
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 14, 1974

In reply refer to: 10-41.7/

SUBJECT: Oregon Project I-205-7(2)
Columbia River Bridge
Advance Details and Study Plans

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER
cc Hunt
3-25-74

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. E. S. Hunter

We are forwarding the following comments from our Washington office on the fender system, pier design alternate, and superstructure details.

1. Fender System:

The floating fender concept is unacceptable from the standpoint of initial cost (estimated at $1.5 million), operational problems, and high maintenance costs in event of damage. We strongly recommend consideration of a web wall between the pier shafts and wall.

2. Pier Design Alternate:

A. After driving four plumb piles and eight batter piles, the hanger support for the lower suspended precast unit is to be released. With the tolerance that will be required at the pile blockout details in order to drive these piles through the lower precast unit, it is extremely doubtful that the unit will hang up on the battered piles so as to be vertical within the tolerance necessary for placement of the upper precast unit. We consider the placement of a levelling course in the bottom of the glory hole is necessary to provide positive support for the lower precast unit. As an alternate, it would be desirable to tremie grout under the box after driving the 12 positioning piles, to provide positive box support, after release of the hanger rods, and then to drive the remaining piles through this levelling medium.

B. Pile cutoffs on this scheme are substantial and payment provisions should be covered in detail in the special provisions.

(more)

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MAR 19 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

C. As we interpret sheet 65, an interior circumferential wall, as well as a floor, will be cast in the dry after dewatering. Adequate bond between this concrete and that of the upper shell is essential. It will also be necessary to provide both transverse and longitudinal interior cell walls to transfer load to the tremie seal. Each column of the pier will need other support than that provided by the distribution block.

3. Superstructure Details:

The segmental prestress construction procedure on sheet 19 has been developed at pier 24. The span lengths adjacent to this pier are 270 and 240 feet, and we wonder if this erection procedure is contemplated for all span ranges. We consider the shorter spans may be more economically constructed by cast-in-place procedures.

Please review these comments with your consultant.

for C. L. Green

Con 2 1 2
9 2 0 5

March 8, 1974

copy Hunt Jr.

K. B. Limbocker
Metro Design Engineer
Oregon State Highway Division
5821 N. E. Glisan
Portland, Oregon 97213

Port of Portland
Box 3529 Portland, Oregon 97208
503/231 8331
TWX 910-464 6151

PORTLAND INTERNATIONAL AIRPORT - GOVERNMENT ISLAND
CONSTRUCTION ALTERNATIVES - I-205

As you requested in your letter of February 28, following is our understanding of the two alternatives for the construction of the I-205 freeway across Government Island:

1. A column-supported structure approximately 200 feet in width crossing the one-quarter mile width at an elevation of about 50 feet above the existing ground level.

2. A 50-foot high dredged sand fill with a top width of 200 feet and a width at the existing ground level of 500 feet (approximately 3:1 slope to be "landscaped").

These alternatives have been analyzed primarily with respect to their impact on the current land use which is basically recreational and on native vegetation and wildlife. Based on that analysis, it appears the structure alternate would require the minimum right-of-way width, would result in the least disturbance to the island environment and would create the least disruption of current recreational access and usage of the entire island area.

Current Port policy calls for retaining Government Island in its natural state and to provide continued recreational use by the public. We believe that the elevated structure would provide the greatest degree of compatibility with that concept.

Thank you for this opportunity to comment on these proposals. Please feel free to call if we can be of further assistance in this matter.

Ed Westerdahl II

3-14-74
Copy to Glen Green

Edward G. Westerdahl II
Executive Director

RECEIVED
MAR 13 1974
Office of
Assistant State Highway Engineer

8905

9

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 4, 1974

In reply refer to: 10-41.3/321-S

SUBJECT: Demonstration Project No. 27
Predicting Pile Bearing Capacity from Measurements
Demonstration - March 11, 1974

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

A demonstration of D. P. No. 27 has been scheduled for March 11 at the proposed location for the I-205 Columbia River Bridge. The attached program agenda gives the details on the morning technical session and the afternoon field demonstration.

The technical session will be held at the auditorium of the Public Service Building, 920 SW. 6th St., Portland, Oregon, located across the street from the downtown Portland Hilton. The field demonstration will be at a foundation test site on the proposed location for the I-205 Columbia River Bridge on the Washington side of the Columbia River. Bus transportation will be available at the Public Service Building to and from the field site for those desiring a ride.

NOTED
E. S. HUNTER

The objective of this demonstration is to verify the Case Western Reserve University method to determine the bearing capacity of piles from dynamic measurements and demonstrate its advantages over the time-consuming and costly static load test method.

If you or your staff is interested in attending this demonstration please verbally contact Dick Wright (503-378-3845) and inform him of the number of potential attendees and whether transportation to and from the field site will be required. Please inform Mr. Wright by March 6, 1974.

NOTED
A. E. JOHNSON

G. L. Green

Enclosure

RECEIVED
MAR 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
MAR 5 '74
REFER TO
E.S. Hunter
FOR
T | S/D | D/R | Sign | Act | File

Want that for
Advise Dick
Wright

PROGRAM AGENDA
DEMONSTRATION PROJECT NO. 27
PREDICTING PILE BEARING CAPACITY FROM DYNAMIC MEASUREMENTS

March 11, 1974

Public Service Building
920 S. W. 6th
Portland, Oregon

| | | |
|---|---|---|
| 8:45 a.m. | Registration | |
| 9:00 a.m. | Welcome ..... | Louis E. Lybecker<br>Regional Administrator - FHWA<br>Portland, Oregon |
| 9:15 a.m. | FHWA Demonstration Projects ..... | Charles Houser, Project Manager<br>DP #27 - FHWA<br>Washington, D. C. |
| 9:45 a.m. | Design of I-205 Columbia River Bridge..... | Walt Hart, State Bridge Engineer<br>Oregon State Dept. of Transp.<br>Salem, Oregon |
| 10:15 a.m. | Break | |
| 10:30 a.m. | Wave Equation Theory.....<br>Instrumentation<br>Installation of Instrumentation<br>Conducting the Test<br>Evaluation of Data<br>Review of Testing Results to-date | Dr. George Goble, Case Western Reserve University<br>Cleveland, Ohio<br>and<br>Charles Houser, FHWA<br>Washington, D. C. |
| 12:00 noon | Lunch | |
| 1:00 p.m. | Field Demonstration at I-205 Columbia River Bridge Location | |

8905

8

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 13, 1974

Mr. C. S. Gloyd
Bridge Engineer
Washington Department of Highways
Highway Administration Building
Olympia, WA 98504

**NOTED**
**A. E. JOHNSON**

Dear Mr. Gloyd:

Columbia River (I-205) Bridge
Bridge No. 9555

On August 1, 1973, members of the State of Washington's Game Department, Department of Fisheries, Department of Ecology and Highway Department met with the Oregon Highway Division in your Vancouver office to discuss possible use of "glory hole" excavation and precast piers for the subject structure. The Fish, Game and Ecology people indicated that they would probably concur in the recommendations and restrictions of the similar agencies in Oregon (see attached memo of meeting).

As a result of a recent meeting, and our letter of January 11, 1974 (attached), the Oregon agencies have responded favorably to the use of "glory hole" excavation and precast piers. Copies of their reply letters are attached.

On February 11 and 12 each agency was called by telephone for the purpose of discussing ramifications of working in the main channel and south channel at the same time and to clarify previous restrictions (see memorandum to the file).

The following is a summary of the resultant comments and restrictions:

1. "Glory hole" excavation with clam shell and disposition of materials on the river bottom is satisfactory.

2. Excavation spoil piles shall be removed prior to completion of the pier by backfilling against the pier.

3. Excavation work in the water shall be limited to a maximum of 3 piers at a time for the main river channel plus 3 piers at a time for the south channel.

4. Excavation within 200 feet of a shore line shall not be done during the months of March, April, and May unless approved by appropriate agencies.

5. Use of precast type piers (precast concrete shells filled with tremie concrete) is satisfactory.

6. Precast piers to be sealed around the bottom and at joints between sections to prevent leakage of tremie concrete into the river.

7. Make underwater inspection of seals as necessary to insure adequacy.

In order that design of the structure may proceed incorporating the precast system, I would appreciate your presenting these comments and restrictions to the appropriate Washington State agencies for their comments or concurrence.

The cooperation of your department in the coordination of this ecological matter with the Washington agencies has certainly been appreciated.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

RWE:dh
Attachments

cc R. L. Carroll, WSHD /w/ attach.
A. E. Johnson
E. S. Hunter
R. N. Bothman /w/ attach.

RECEIVED
STATE HWY ENGR
FEB 14 '74
REFER TO
FOR
Info | Init | D/D | D/R | Sign | Act | File

# OREGON STATE
# HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 14, 1973

TO Mr. H. A. Schell
Division Bridge Engineer
Federal Highway Administration

FROM Walter J. Hart
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT Columbia River, I-205, Bridge
Bridge No. 9555
Glory Hole Excavation

Attached for your information are copies of two memos to the file regarding glory hole excavation for this project. The first, dated July 26, 1973, covers a meeting with the Oregon State Fish and Environmental agencies and the second, dated August 6, 1973, covers a meeting with the Washington State Fish and Environmental agencies.

It appears that these agencies will concur in glory hole excavation for the river piers, contingent upon some scheduling with fish passage, if we elect to go that direction.

The current design is based on poured-in-place piers and we have asked our design consultant to investigate the feasibility of switching to the precast pier design using glory hole excavation. Status of the design may be such that a change in pier type will not be recommended.

Of greater concern than turbidity caused by excavation is contamination from cement during concrete pours. It appears that such pours can be made satisfactorily by use of proper precautions.

RWE:dh
Attachments

cc E. S. Hunter
P. M. Oakley

RECEIVED
AUG 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 6, 1973

TO Memo to the Files

FROM ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

SUBJECT Columbia River (I-205) Bridge
Bridge No. 9555
Glory Hole Excavation

RECEIVED
AUG 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

On August 1, 1973 I met with members of the State of Washington's Game Department, Department of Fisheries, Highway Department, and Department of Ecology in the Highway Department's Vancouver office relative to excavation for the subject structure. See attached list of persons attending.

I explained the methods of excavating at pier sites using a clam shell or an air lift both with and without cofferdams. Disposal of excavated material on the river bottom and on barges was discussed. It was noted that sand and gravel operators have been issued permits to remove material from the river bottom by the clam-shell method. This is identical to excavating for piers by clam shall without benefit of cofferdam and removing the material from the site by barge.

I indicated that the purpose of the meeting was to get the general feeling of the group toward excavating without using cofferdams in order that the precast shell method of construction may be used for river piers. The cost of cofferdams for this project is estimated at $3 million. The use of precast pier shells will eliminate the cofferdams and effect a savings in construction cost for the project. The small area of excavation compared to the full width of the river was pointed out. The possibility of limiting excavation to two or three locations at one time in coordination with fish runs, et cetera was discussed.

It was the general consensus that excavation by clam shell without cofferdams is acceptable at this location and that disposition of material on the river bottom will be possible much of the year.

I discussed my previous contacts with the Oregon Fish Commission and all persons present indicated they could probably go along with the restrictions imposed by the Oregon Fish Commission. They asked that such restrictions be presented to them for review and approval.

NOTED
E. S. HUNTER

Of greater concern was the contamination of river water by cement during underwater concrete pours inside precast pier shells. I explained that the boil of concrete from beneath the shells can be controlled by backfilling outside the shells prior to pouring and that contamination from water flowing over the pour can be controlled by the dead water area inside full height pier shells or stacked segmental shells.

All present agreed this appeared adequate and asked that all possible precautions be taken during the pours to prevent water contamination by cement.

RWE:dh
Attachment
cc Dick Carroll, WSHD
Dick Carter, W. Dept. of Ecology
Willis B. Horn, WSHD
Buzz Morrell, WSHD
Rick Trosper, W. Dept. of Fisheries
Dory Lavier, W. Game Dept.
A. E. Johnson
E. S. Hunter
P. M. Oakley

Dick Carroll Dist Engr. WSHD.

Dick Carter Dept. of Ecology

Willis B. Horn Wash State - Bridge
Hwy Admin Bldg - Olympia 9850

Buzz Morrell D-4 WSHD

Rick Trosper Dept of Fisheries Olympia
5803 Capitol Blvd So.

Bob Ellison Ore. State Hwy Div.

State of Washington
Department of Ecology

RICHARD S. CARTER
*Geologist*
Southwest Washington Regional Office

Olympia Airport, 7272 Cleanwater Lane
Olympia, Washington 98504 Telephone: (206) 753-2977

8905

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 24, 1974

In reply refer to: 10-41.7

SUBJECT: Oregon Project I-205-7(2)302
Columbia River Bridge
Extra Design Costs

FROM : Vernon V. Cusack, Acting Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. E. S. Hunter

In early December Mr. Schell met with Messrs. Hart, Ellison, and Oakley to discuss some of the unresolved problems on the Columbia River Bridge. It was mentioned at this meeting that the consultant, Sverdrup & Parcel, had indicated they had incurred extra expenses of $600,000 on this bridge design due to the addition of the bike path alterations.

We assume that a claim will be made for reimbursement for this additional expense. It is expected that a very careful review will be made of this matter utilizing both engineering and auditing personnel before any decision is reached and any request for consideration is submitted to FHWA.

For Vernon V. Cusack

Walt
Carefully audit S&P books and records. Get asst. people on assignment.
Ed 11
1-28-74

RECEIVED
STATE HWY ENGR
JAN 25 '74
REFER TO
FOR
Info | Gives | R/D | D/R | Chen | [illegible] | File

Copy Hart
2-5-74
original to Walt Hart

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JAN 28 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

[illegible]
A. E. [illegible]

I-205

FORM E-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 24, 1974

TO Memo to the Files

ORIGINAL SIGNED
WALTER J. HART

FROM Walter J. Hart
Bridge Engineer

SUBJECT I-205 Bridge Extension
Columbia River (I-205) Bridge
Bridge No. 9555

On Wednesday, January 23, 1974, a meeting was held in the offices of the Federal Highway Administration in Portland with interested citizens of Clark County Washington on the subject of the Columbia River (I-205) Bridge. In attendance were Mr. Heyes Peterson , Mr. Lewis D. Cannel, Mr. Bob Buchanan and Dr. Carl A. Petterson of the Citizens Committeefor the Columbia River (CCR); Mr. Cusack, Mr. Zotter, Mr. Schell, and Mr. Tokerud= of the FHWA and me.

The CCR has a legal suit against the Portland International Airport expansion into the Columbia River. The Federal Highway Administration is a party to that suit because of the plan location of I-205 on the Port's hydraulic fill.

In July, 1973, the PIA tabled any plans for expansion into the river. Subsequently alternate studies have been made for the extension of the I-205 bridge.

The purpose of this discussion was to seek the opinion of the Clark County citizens' group on the all-structure extension versus structure plus an 1100-foot fill across Government Island. The economics, environmental and aesthetic effects of the two alternates were explained. After a period of questions and answers, Dr. Petterson, speaking for the CCR, indicated that they had no objection to either the fill or structure across Government Island. They would have objection to any fills which would encroach into the normal river channels. The information presented at this meeting was the first indication that the Highway Division did not intend to fill into

NOTED
E. S. HUNTER

RECEIVED
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ASSISTANT STATE HIGHWAY ENGINEER

the river. Dr. Petterson said that with that assurance his group would be agreeable to removing the Federal Highway Administration as a party to the suit against the PIA expansion. Dr. Petterson related that his group had been approached by people from Multnomah County (not identified) to enlist their aid in blocking construction of 205. He indicated that his group will not add their support to such a move.

Mr. Zotter of the Federal Highway Administration will advise their Washington, D.C. legal representative of the position of the citizen group as it related to the structure extension of the airport suit.

WJH:dh

cc E. S. Hunter
R. L. Schroeder
G. Green

U.S. 1 & Baldwin Hwy

1-14-74

Mr. Baldwin:
Mr. Hunter gave this info to Dick Schwary by phone - 1/14/74. Mr. Schwary said if you need any help on "support Z" this please let him know.

Lynette
4:30
1/14/74

Dick Schwary
I-205 Bridge

~~206-834-2621~~
206-835-2124

## Col. R. (I-205) Bridge

1-14-74

### Alt. I

All str. extension

Spans 1-10 (Wash. shore spans)

Design 12 months

Construction 30 months

Span 11-47

(River Spans) (20) From now

Design ( ) Months

Construction 54 Months

### Alt. II

Str. extension with 1200' fill across Government Island

Spans 1-10

Design 12 Months

Const. 30 "

Spans 11 +

(Fifteen Str. Spans)

Design 18 Months

Const. 48 Months

8905

9

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 11, 1974

TOM McCALL
GOVERNOR

P. B. KLABOE
Administrator of Highways

Oregon State Game Commission
1634 S. W. Alder Street (P.O.Box 3503)
Portland, OR 97208

Attention Mr. Jim Lauman
Fisheries Biologist
Environmental Section

NOTED
E. S. HUNTER

Gentlemen:

Columbia River Bridge
Highway I-205

During a previous discussion we touched upon excavation and pier construction procedures for the proposed Columbia River (I-205) Bridge at Portland. That discussion was based on very preliminary information but did result in the conclusion that further consideration should be given to precast type pier construction similar to that used for the Astoria Bridge and the second interstate bridge at Portland. Accordingly, our design consultant, Sverdrup & Parcel and Associates, Inc., has made further studies and determined that precast piers are the most economic type construction for that portion of the structure south of the main channel (piers 14 and south) as indicated on the attached plan. The proposed construction sequence at each pier is shown in the attached sketches as follows:

1. Excavate using barge-mounted clam shell and disposing of excavated material on river bottom. Disposal of excavated material by barge may be required during certain fish runs or critical water periods.

2. Install bottom section of precast pier shell.

3. Drive foundation pile and backfill around precast pier shell.

RECEIVED
JAN 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

4. Place upper section or sections of precast pier shells to above water surface. A seal or gasket is used at each joint.

5. Pour tremie concrete inside precast shells. This concrete is poured without dewatering the shells and displaces the water inside the shells.

The backfill material around the bottom section of shell and the seals at each joint between sections of shells are for the purpose of preventing leakage of freshly poured concrete into the river. This is done to preserve the quality of the water and prevent harm to fish life.

Your approval of the precast pier system for use in construction of this structure is requested. Comments regarding limitations on disposal of excavated material on the river bottom or other features of construction will be appreciated.

Your timely consideration of this system will allow the design of this structure to proceed in an orderly manner. If you have any questions, I will be happy to consult with you personally and provide the information you require.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

RWE:dh
Attachments

cc E. S. Hunter
W. J. Hart
R. N. Bothman
Glen Green, FHWA
R. L. Carroll, Washington Highway Department

7905

8

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 11, 1974

Department of Environmental Quality
1234 S. W. Morrison Street
Portland, OR 97205

NOTED
E. S. HUNTER

Attention Mr. Glen D. Carter
Water Quality Analyst

Gentlemen:

Columbia River Bridge
Highway I-205

During a previous discussion we touched upon excavation and pier construction procedures for the proposed Columbia River (I-205) Bridge at Portland. That discussion was based on very preliminary information but did result in the conclusion that further consideration should be given to precast type pier construction similar to that used for the Astoria Bridge and the second interstate bridge at Portland. Accordingly, our design consultant, Sverdrup & Parcel and Associates, Inc., has made further studies and determined that precast piers are the most economic type construction for that portion of the structure south of the main channel (piers 14 and south) as indicated on the attached plan. The proposed construction sequence at each pier is shown in the attached sketches as follows:

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3. Drive foundation pile and backfill around precast pier shell.

RECEIVED
JAN 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

4. Place upper section or sections of precast pier shells to above water surface. A seal or gasket is used at each joint.

5. Pour tremie concrete inside precast shells. This concrete is poured without dewatering the shells and displaces the water inside the shells.

The backfill material around the bottom section of shell and the seals at each joint between sections of shells are for the purpose of preventing leakage of freshly poured concrete into the river. This is done to preserve the quality of the water and prevent harm to fish life.

Your approval of the precast pier system for use in construction of this structure is requested. Comments regarding limitations on disposal of excavated material on the river bottom or other features of construction will be appreciated.

Your timely consideration of this system will allow the design of this structure to proceed in an orderly manner. If you have any questions, I will be happy to consult with you personally and provide the information you require.

Very truly yours,

Walter J. Hart
Bridge Engineer
By
ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE:dh
Attachments

cc E. S. Hunter
W. J. Hart
R. N. Bothman
Glen Green, FHWA
R. L. Carroll, Washington Highway Department

15

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 11, 1974

TOM McCALL
GOVERNOR

P. B. KLABOE
Administrator of Highways

Fish Commission of Oregon
307 State Office Building
Portland, OR 97201

NOTED
E. S. HUNTER

Attention Mr. Burton E. Carnegie
Fish Passage Specialist

Gentlemen:

Columbia River Bridge
Highway I-205

During a previous discussion we touched upon excavation and pier construction procedures for the proposed Columbia River (I-205) Bridge at Portland. That discussion was based on very preliminary information but did result in the conclusion that further consideration should be given to precast type pier construction similar to that used for the Astoria Bridge and the second interstate bridge at Portland. Accordingly, our design consultant, Sverdrup & Parcel and Associates, Inc., has made further studies and determined that precast piers are the most economic type construction for that portion of the structure south of the main channel (piers 14 and south) as indicated on the attached plan. The proposed construction sequence at each pier is shown in the attached sketches as follows:

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3. Drive foundation pile and backfill around precast pier shell.

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JAN 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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5. Pour tremie concrete inside precast shells. This concrete is poured without dewatering the shells and displaces the water inside the shells.

The backfill material around the bottom section of shell and the seals at each joint between sections of shells are for the purpose of preventing leakage of freshly poured concrete into the river. This is done to preserve the quality of the water and prevent harm to fish life.

Your approval of the precast pier system for use in construction of this structure is requested. Comments regarding limitations on disposal of excavated material on the river bottom or other features of construction will be appreciated.

Your timely consideration of this system will allow the design of this structure to proceed in an orderly manner. If you have any questions, I will be happy to consult with you personally and provide the information you require.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE:dh
Attachments

cc E. S. Hunter
W. J. Hart
R. N. Bothman
Glen Green, FHWA
R. L. Carroll, Washington Highway Department

8905

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 11, 1974

TOM McCALL
GOVERNOR

P. B. KLABOE
Administrator of Highways

Bureau of Sport Fisheries and Wildlife
U. S. Department of Interior
1002 N. E. Holladay Street
Portland, OR 97323

NOTED
E. S. HUNTER

Gentlemen:

Columbia River Bridge
Highway I-205

During a previous discussion we touched upon excavation and pier construction procedures for the proposed Columbia River (I-205) Bridge at Portland. That discussion was based on very preliminary information but did result in the conclusion that further consideration should be given to precast type pier construction similar to that used for the Astoria Bridge and the second interstate bridge at Portland. Accordingly, our design consultant, Sverdrup & Parcel and Associates, Inc., has made further studies and determined that precast piers are the most economic type construction for that portion of the structure south of the main channel (piers 14 and south) as indicated on the attached plan. The proposed construction sequence at each pier is shown in the attached sketches as follows:

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Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE:dh
Attachments

cc E. S. Hunter
W. J. Hart
R. N. Bothman
Glen Green, FHWA
R. L. Carroll, Washington Highway Department

8905

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 11, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

National Marine Fisheries Service
U. S. Department of Commerce
811 N. E. Oregon Street
Portland, OR 97232

NOTED
E. S. HUNTER

Attention Mr. Jim Shelton

Gentlemen:

Columbia River Bridge
Highway I-205

During a previous discussion we touched upon excavation and pier construction procedures for the proposed Columbia River (I-205) Bridge at Portland. That discussion was based on very preliminary information but did result in the conclusion that further consideration should be given to precast type pier construction similar to that used for the Astoria Bridge and the second interstate bridge at Portland. Accordingly, our design consultant, Sverdrup & Parcel and Associates, Inc., has made further studies and determined that precast piers are the most economic type construction for that portion of the structure south of the main channel (piers 14 and south) as indicated on the attached plan. The proposed construction sequence at each pier is shown in the attached sketches as follows:

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Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE:dh
Attachments

cc E. S. Hunter
W. J. Hart
R. N. Bothman
Glen Green, FHWA
R. L. Carroll, Washington Highway Department

8905

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300 - Salem OR 97308

DATE: January 8, 1974

In reply refer to: 10-41.7

SUBJECT: Oregon Project I-205-7(2)303
Columbia River Bridge
New Jersey Type Rail

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

We have made an inquiry to our Washington D.C. Office on the optimum height of the outside barrier rail for the Columbia River Bridge.

We find that another State has recorded vehicles vaulting over the 32-inch-high rail.

Additional testing will not be completed within the year; however, our Washington Office feels that the rail probably would be even more effective at heights greater than 36 inches.

We will approve a reasonable increase, and recommend the 36 inches, as outlined in our memorandum of November 15, 1973.

For G. L. Green

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REFER TO Hunter
FOR
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E. S. HUNTER
cc Hunt
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to answer.

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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5905

FORM E-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 12, 1973

TO Memo to the File

FROM Philip M. Oakley
Plans and Standards Supervisor

NOTED
E. S. HUNTER

SUBJECT Columbia River (I-205) Bridge
Bridge No. 9555
Navigational Channel Clearances

At 10 a.m., today, December 12, 1973 I met with Mr. Hopman of the Corps of Engineers in his office to discuss the possible problems caused by the changing of the main channel under the subject structure.

I explained that with the new channel angle the horizontal clearances normal to the channel would be less than that shown on the approved navigational permit. Mr. Hopman felt that since the actual opening under the bridge was not changed, this should cause no problem, but if any serious objections were raised, the Corps of Engineers would not hesitate to return the channel to its original location.

Since the change was made to make a better approach to the bridge opening, it is unlikely that any serious opposition will occur.

PMO:dh

cc E. S. Hunter
R. N. Bothman

R. W. Ellison

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DEC 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8905

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 5, 1973

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. C. S. Gloyd
Bridge Engineer
Department of Highways
Highway Administration Building
Olympia, WA 98504

NOTED
E. B. HUNTER

Attention Mr. Will Horn

Dear Mr. Gloyd:

Columbia River (I-205) Bridge
Bridge No. 9555
Fish and Game Commission contacts

As a follow-up of our telephone conversation today, here is a copy of my July 26, 1973 memo to the file concerning our contacts with the Oregon Fish and Game Commission and the U.S. Department of Commerce in relation to the above project.

The memo concerns a meeting covering the subject of excavation and pier construction for the proposed bridges. As indicated, this was a preliminary meeting and no definite commitments were made. However, it did appear that the two commissions had no real objections to either cast-in-place or precast pier construction and no real objections to excavation without a cofferdam.

We will meet with these agencies again after construction details are available and will get their comments on the impact of construction on the river and fish passage. We will send their comments to your organization for transmission to the Washington State fish and game people. Due to the status of design it will be several months before this can be accomplished.

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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A similar preliminary meeting was held with the Washington Fish, Game and Ecology agencies in your Vancouver office on August 1, 1973. A copy of a memo of that meeting is also attached.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE:dh
Attachments

cc R. L. Carroll
E. S. Hunter
R. N. Bothman
Sverdrup & Parcel /w/ attach.

8905

Form FHWA 121 (Rev. 5-73)

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UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 21, 1973

In reply refer to: 10-35.7

SUBJECT: Oregon Project I-205-7(2)302
Columbia River Bridge
Hydraulics Analysis Extension Study

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER
cc Hart
Byard
11-27-73

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. Walt Hart

We have reviewed the following submittals on the preliminary hydraulics study for the Columbia River Bridge site:

Bauer Engineering October 4 letter to Allen from Keifer
S & P October 12 letter to Hart from Allen
Bauer Engineering October 12 letter to Allen from Keifer
S & P October 16 letter to Hart from Allen

Extreme care must be exercised in the preparation of the EIS on this project because of its controversial nature. If the hydraulics information submitted is expected to be a portion of the statement it should be worded to enable both the layman and the technician to understand the comments. Mathematical refinements beyond the scope of reasonable assumptions (significant figures) should not be incorporated because they mislead the public as to the degree of accuracy of the studies.

In Bauer's comments on Alternate 3 much emphasis is placed on dredging in the channel. It would not appear appropriate to threaten Sand Island. However, excavation within the channel would appear to be easily controlled by broadening the designated borrow area. We feel the EIS should thoroughly cover the ramification of borrow and sediment transport.

Emphasis on Alternate 1 and 2 should be stressed because they appear to be viable alternates. Study reporting for these alternates should be very thorough. In Alternate 3 the flood-state backup of 0.21 feet mentioned as "relatively high" in S & P letter of October 12 is a confusing comment and we question the appropriateness of the statement if it is to be included in the EIS.

Other comments by Regional Hydraulics Engineer are quoted below and reinforce our previous statement about significant figures. Please

(more)

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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

review these items and discuss them with the consultant before incorporating them into the EIS and final report.

"Bauer Engineering has furnished preliminary information on items numbered 1 through 8 and 10 through 14 as requested by the State. Since their transmittal letter states that these data will be covered much more thoroughly in the final report, we have limited our comments to the following:

1. The narrative explanations could be improved by writing for a broader range of reviewers. "Pragmatically" and "benthal load" are specific examples of terms which could be changed for better understanding.

2. We question the apparent bias developed toward Alternate no. 1 by carrying computations beyond the valid significance determinded by basic assumptions and measurements. Examples are:

   a. Differences in stage of 0.03 and 0.04 feet.

   b. Sediment transport on the order of 1.4%.

   c. Changes in river bed as small as 0.05 feet.

   d. Decreases in the rate of sediment transport estimated to be 4.6% of the existing capacity.

   e. A change in cross sectional area of 1.2% under the 100-year flood.

   f. Velocity changes on the order of 0.05 ft/sec.

3. Under item no. 7 it may be desirable to mention the Corps' plan for expanding the power plant at Bonneville Dam."

For G. L. Green

8905

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 500
Salem OR 97308

SUBJECT: Oregon Project I-205-7(2)302
Columbia River Bridge
Rail Configuration

DATE: November 15, 1973

In reply refer to: 10-35.7

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: Mr. E. S. Hunter

We have reviewed Mr. Hart's submittal of November 7 requesting reconsideration of the rail configuration.

NOTED
E. S. HUNTER

We have no objection to an all-concrete rail, but object to the height shown on attachment no. 2. Tests conducted 2 to 3 years ago indicated that the minimum height of the GM rail section should be 34 inches; however, we encourage at least 36 inches for the outside section.

Impact test studies are now underway in the East. We will make an inquiry on the latest results and inform you of the recommendations from this testing.

for G. L. Green

11-19-73
Copy Hart

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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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Hunter
FOR
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D4 24

November 7, 1973

TO Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

FROM
Walter J. Hart
Bridge Engineer

SUBJECT Columbia River (I-205) Bridge
Bridge 9555
Rail Configuration

Sverdrup & Parcel has requested that we reconsider our decision to use the rail section as shown on Exhibit F of the engineering agreement. (See Attachment No. 1) They recommend using an all concrete rail as approved for the median rail. (See Attachment No. 2)

We are asking for your comments on this item before answering the consultant's request.

PMO/ag

bc P. M. Oakley

8905

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

September 28, 1973

Mr. George M. Andrews
Director of Highways
Department of Highways
Highway Administration Building
Olympia, Washington 98504

Attention Mr. W. M. Foster

Dear Mr. Andrews:

Columbia River (I-205) Bridge
Bridge 9555
Profile Drawing

Attached are two copies of the profile drawing for the subject structure.

This drawing shows the 12-foot median, the clearance over the small boat channel in the south channel, restriction imposed by the airway glide paths, and incorporates the latest information we have for the Washington portion of the structure.

We previously forwarded to you a typical cross section of the structure incorporating a 12-foot median which provided for a bike path and median barriers. We understand this has an effect upon the flare of the Washington end of the structure because of its nearness to the first interchange north, and that you are now revising this alignment. When it is completed, we will send a copy of this revision to the consultant for inclusion in the structure plans.

Very truly yours,

NOTED
E. S. HUNTER

Walter J. Hart
Bridge Engineer

RWE/ag
Attachs.
cc E. S. Hunter
R. L. Carroll w/attach.
R. N. Bothman
T. G. Thompson

RECEIVED
OCT 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8905

FORM E-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 25, 1973

TO Memorandum to the File

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Columbia River (I-205) Bridge
Bridge No. 9555
Cost Estimate

Mr. Jack Allen of Sverdrup & Parcel and Associates, Inc., called today in response to our request for their most current cost estimate on the subject project and informed us as follows:

1973 estimate for a bridge extended with structure only (no fills involved):

| | |
|---|---|
| 4000-foot Extension | $ 33,000,000 |
| Bike Path (Entire Structure) | $ 4,000,000 |
| Total Structure (Including Extension and Bike Path) | $110,000,000 |

RWE/dh/ag

cc E. S. Hunter
R. N. Bothman
T. G. Thompson

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SEP 26 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

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Con & Dev
Sec

September 17, 1973

Mr. R. L. Carroll, P.E.
District Engineer
Washington State Department of Highways
P. O. Box 1717
Vancouver, WA 98663

Dear Mr. Carroll:

Columbia River (I-205) Bridge

The following is our best information concerning the items listed in your September 7 letter:

1. Our latest report from Sverdrup & Parcel indicates the final design of the original structure to be 55 percent complete and the study of the 4,000-foot extension is 8 percent complete. It is anticipated the Washington end (Spans 1 through 10) will be ready to contract by spring of 1975 and the remainder (Oregon portion) of the structure by late 1975 or early 1976.

2. The consultant estimates the construction time will be about 60 months for the Oregon portion, providing an early 1981 completion date.

3. The suit relative to the airport fill was filed against the Port of Portland and federal agencies. The State of Oregon is not a party to the suit. The Port of Portland has withdrawn by presently abandoning plans for a fill but the case continues against the federal agencies. Legal counsel for the plaintiffs have stated they object only to the fill and not the bridge, so it appears an extended structure would not be opposed.

The contract for test pile work is scheduled for the 27th of this month, and I am attaching a copy of our

letter to the Federal Highway Administration concerning this project.

It is estimated that the EIS will be complete by January, 1974.

We hope the above will be of value to you for your meeting and if there is any other information we can supply you, do not hesitate to call upon us.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER for

A. E. Johnson
Deputy State Highway Engineer

Attachment

bc F. B. Klaboe
E. S. Hunter
W. J. Hart
P. M. Oakley

PMO:dh ja

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 30, 1973

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT I-205 Columbia River Bridge
Clark Co.-Washington, Multnomah Co.-Oregon
Lewis & Clark Hwy. to Marine Drive Section

This negative declaration is to cover certain exploratory work in connection with the proposed I-205 Columbia River Bridge, a part of the East Portland Freeway.

*LOCATION AND DESCRIPTION OF PROJECT* The work consists mainly of driving test piling at selected locations, as shown on the attached sketch map, testing the piling for load and pull-out forces and subsequent clean-up work at the test sites.

Plate bearing tests will also be carried out on the land areas at sites A and B, and the pull-out tests will be at sites D and G.

In preparation for the tests, it will be necessary to do varying amounts of preparatory work such as clearing or excavating on land, setting up reaction loading platforms, and driving steel casings to facilitate the test procedures.

Detailed specifications have been developed by a consulting firm responsible for the bridge design to cover all aspects of the proposed project, including, in the event of an unsuccessful test, repetition or supplementary procedure.

NOTED
W. J. HART

RECEIVED
SEP 10 1973
BRIDGE DIVISION

NOTED
R. W. ELLISON

The test sites are on and along the centerline of the bridge. Sites A and B are on land in the State of Washington, sites C, D and E are spaced at pier locations within the main Columbia River channel, site F is on Government Island, site G is in the south channel and site H is inland adjacent to Marine Drive on the Oregon shore.

The proposed test sites in Washington will be on existing State Highway Division right of way, and those on Government Island, Sand Island, and the Oregon shore will be on lands owned by the Port of Portland. An entry permit has been obtained for the latter areas from the Port authorities.

***PURPOSE OF PROJECT***

As standard procedure in the design of a structure, it is required that an on-site evaluation be made of all of the natural forces that may have a bearing on the nature and use of the proposed work. In the case of this specific project, the purpose is to determine the bearing capability of subsurface supporting elements on which the bridge piers will rest. From the data collected, it will be possible for the bridge consultant to design a safe and adequate structure.

***DISCUSSION OF ENVIRONMENTAL IMPACTS***

Although none of the proposed work will have any serious or long-lasting effects, it is characteristic of bridge work in general, and it is specifically evident in this project, that the greatest effect on the site will be related to the preparatory activity rather than building the structure itself, or in this case, the testing operations that will follow.

The controlling depth considered most desirable for excavation or pile driving is the base elevation of the future concrete pier foundations. The test sites on land will be excavated by ordinary earth-moving equipment. Those in the river bed will be developed by driving a steel pipe or casing slightly larger inside than the diameter of the test piling. The casing will extend below the elevation of the pier base and the encased material will be removed to the predetermined base elevation.

Since the river is about 7500 feet wide along the centerline of the structure, it is doubtful that the adverse effects of the test operations could be measured in meaningful terms. Some minor siltation would be evident adjacent to the point where the casing will be placed in the river bed. The normal movement of bed load in the river would quickly wash over any evidence of disruption following the removal of the casing or test pile.

Around each pile test site, a temporary cribbing or pile platform will be erected to support the testing equipment during the actual test period. The test piling will be driven and tested inside the casings.

At each of the four test sites in the river bed, there will be some localized temporary disturbance in the form of soil movement, construction activity in the waterway, and noise associated with pile-driving. None of these should be pronounced enough to adversely affect the local community. The testing procedure and subsequent clean-up work will be carried on progressively from one site to another. This will greatly minimize the degree of local disturbance at any given time.

Navigation warnings will be in force during the test and clean-up period, which is expected to cover approximately six months.

When the tests are completed, it is planned to remove any cribbing, piles, and casings used in the project, and on land to replace any excavated material and restore the site to its original condition. The foregoing items are all detailed in the contract specifications along with the required test procedures.

There are no satisfactory alternatives to this process, so none were considered.

***BASIS FOR NEGATIVE DECLARATION*** The foregoing proposal does not present any environmental threat to the on-site resources and this project is not extensive in scope. Disturbance to existing land and water associations and living organisms will be minimal and not long-lasting.

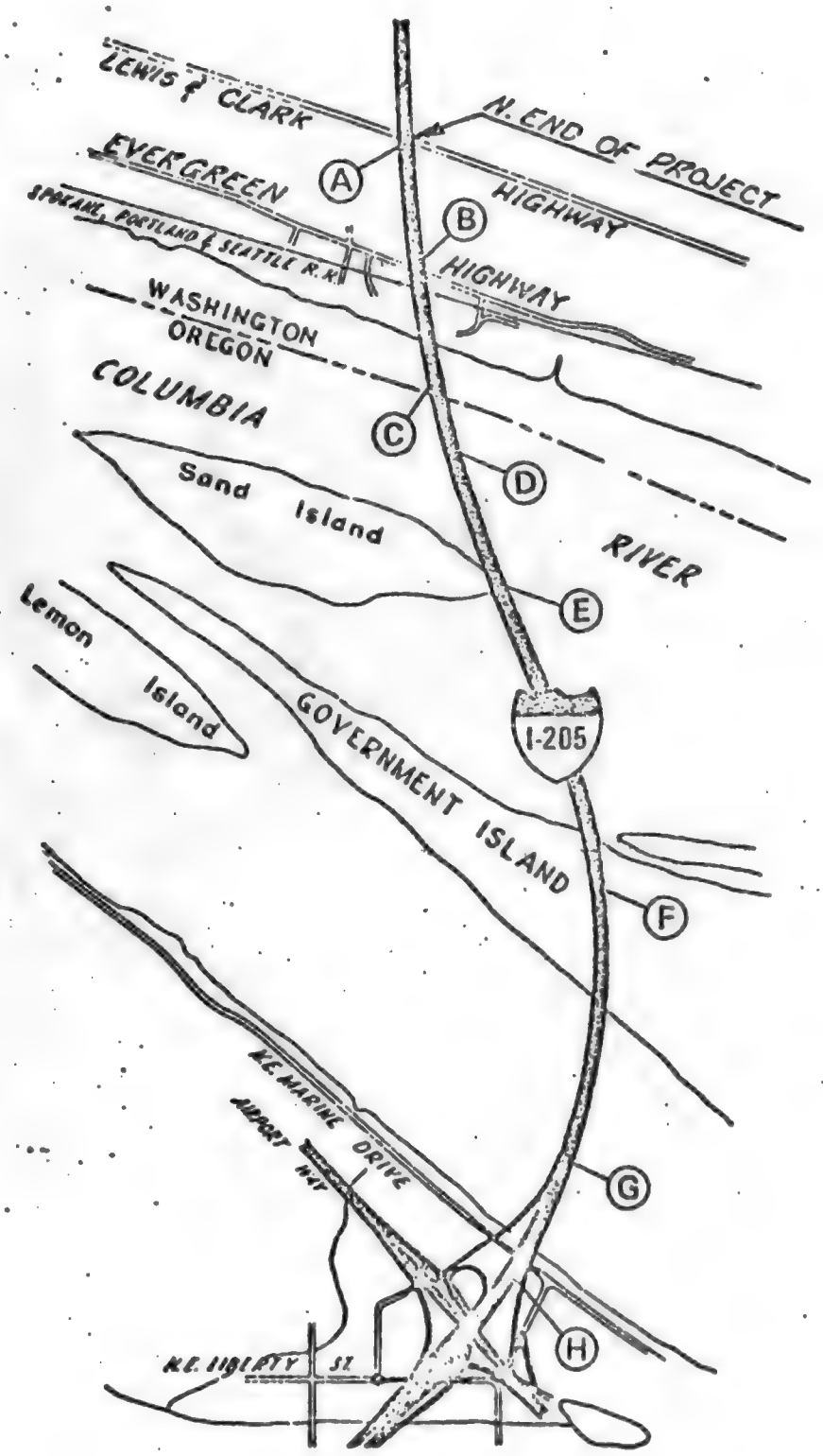
It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a major action as defined in PPM 90-1, Appendix F, paragraphs 2 through 4, nor does it have the potential to significantly adversely affect the quality of social or natural environment.

Concur Harvey W. Corbett Date 9-6-73

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. H. Young
J. H. Versteeg
W. J. Hart
L. W. Rulien
R. H. Bothman



RECEIVED
SEP 10 1973
BRIDGE DIVISION




**Legend**

Ⓐ = TEST PILE AND LOAD TEST LOCATIONS

N

RECEIVED
SEP 10 1973
BRIDGE DIVISION

WASHINGTON STATE

# HIGHWAY COMMISSION

DEPARTMENT OF HIGHWAYS

Office of District Engineer
4200 Main St.
P.O. Box 1717
Vancouver, Washington 98663

7 September 1973

Washington State Highway Commission
Department Of Highways

Daniel J. Evans - Governor
G.H. Andrews - Director

RECEIVED
STATE HWY ENGR
SEP 11 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Site | Act | File
9-12-73

Mr. A. E. Johnson
Deputy State Highway Engineer
Oregon State Highway Commission
140 State Highway Building
Salem, Or. 97310

C.S. 0606R SR 205 L-4007
I-205 Bridge

Dear Al:

I am preparing some material for a meeting with a group of citizens from the Camas-Washougal area in about ten days. I would appreciate it if you could give me a brief status report on the following items:

1. Design status and possible construction start on the 205 bridge.

2. Latest construction time schedule. Are we still looking at 45 months from start?

3. A brief status report on the litigation involving the airport. Does your legal counsel think we are clear as far as the bridge is concerned?

I think I'm updated in so far as the test pile construction and the status of the EIS, but would appreciate any comments of a general nature you may have that will assist me in the upcoming meeting.

Very truly yours,

R. L. CARROLL, P.E.
District Engineer

RLC:bar
cc: Records Control

Baker Ferguson, Chairman, Walla Walla | Harold Walsh, Everett | John N. Rupp, Seattle | Lorna Ream, Spokane | A.H. Parker, Bremerton | Lorenz Goetz, Tacoma

# TRANSMITTAL SLIP

DATE 9/7/73

| | | | |
|---|---|---|---|
| BALDWIN | CONSTRUCTION | MAINTENANCE | SECRETARY |
| EDWARDS | COUNTY AND CITY | PARKS | SIGN SHOP |
| KLABOE | DATA PROCESSING | PERMITS | TRAFFIC |
| SHAW | DESIGN | PERSONNEL | TRAVEL |
| JOHNSON | EQUIP. SHOPS | PLANNING | FILES |
| HUNTER | FHWA | PROGRAMING | MAIL |
| SCHROEDER | LABORATORY | PUBLIC AFFAIRS | E. S. H. B. |
| ACCOUNTING | LEGAL | RADIO | REGION ☐ |
| BRIDGE | LOCATION | RIGHT-OF-WAY | |

ATTENTION:

FROM: Bernie ROBERT E. WHIPPS Noted

## ACTION

- ☐ NOTE AND FILE
- ☐ NOTE AND RETURN TO ME
- ☐ RETURN WITH MORE DETAILS
- ☐ NOTE AND SEE ME
- ☐ PLEASE ANSWER
- ☐ FOR YOUR APPROVAL
- ☐ PREPARE REPLY FOR MY SIGNATURE
- ☐ TAKE APPROPRIATE ACTION
- ☐ PER YOUR REQUEST
- ☐ SIGNATURE
- ☑ FOR YOUR INFORMATION
- ☐ INVESTIGATE

COMMENTS Attached are pages 36 and 165 of Plaintiffs brief in Patterson v. Reason in which it is indicated that plaintiffs do not oppose the bridges per se but only to the filling in of the river.

OSHD E 100 (REV. 6-72)

p. 165

MARVIN B. DURNING
Durning, Prince & Smith
1411 Fourth Avenue Building
Seattle, Washington 98101
Telephone: MA 4-8901

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United States Attorney
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Telephone: 221-2764

Attorneys for Defendants

LOFTON L. TATUM
DONALD J. MORGAN
Wood, Wood, Tatum, Mosser & Brooke
1505 Standard Plaza
Portland, Oregon 97204
Telephone: 224-5430

Attorneys for Intervener-Defendant

IN THE UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

CARL A. PETTERSON and MARTHA A. PETTERSON, his wife; G. CAMPBELL DOWD and MIRIAM W. DOWD, his wife; JOHN C. BROUGHER and ESTHER BROUGHER, his wife; ELIZABETH G. DONAUGH; HEYES PETERSON and MARY P. PETERSON, his wife; RAYMOND H. ANDRUSS and MARGARET ANDRUSS, his wife; BERT L. BAUERSACHS and HELEN BAUERSACHS, his wife,

Plaintiffs,

vs.

STANLEY S. RESOR, individually and as Secretary of the Army of the United States; FREDERICK J. CLARKE, individually and as Chief of Engineers of the U. S. Army; PAUL D. TRIEM, individually and as District Engineer, Portland District, Corps of Engineers of the U. S. Army; JOHN VOLPE, individually and as Secretary of Transportation of the United States; and ROGERS C. B. MORTON, individually and as Secretary of the Interior of the United States,

Defendants,

and

THE PORT OF PORTLAND, a municipal corporation,

Intervener - Defendant.

CIVIL NO. 71-283

69-493

1411 Fourth Avenue Building
Seattle, Washington 98101
Telephone: MA 4-8901

Attorneys for Plaintiffs

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Attorneys for Defendants

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1505 Standard Plaza
Portland, Oregon 97204
Telephone: 224-5430

Attorneys for Intervener-Defendant

IN THE UNITED STATES DISTRICT COURT

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Defendants,

and

THE PORT OF PORTLAND, a municipal corporation,

Intervener - Defendant.

CIVIL NO. 71-283

69-493

PLAINTIFFS' TRIAL BRIEF
ON TRIAL OF REMAINING ISSUES



LAW OFFICES OF
DURNING, PRINCE & SMITH
1411 FOURTH AVENUE
SEATTLE WASHINGTON 98101
MAIN 4-8901

yet never even mentioned the National Monument in considering the proposed airport-highway-bridge project.

Failure of the heads of the respective agencies to take into account the effect on the National Monument prior to their actions, and failure to provide an opportunity to comment to Advisory Council rendered the actions unlawful. D.C. Federation v. Volpe, ___F.2d ____ D.C. Cir. (1971), 3 ERC 1421; Ely v. Velde ___F.2d ____ Fourth Cir. (1971), 3 ERC 1281.

It is recognized that one action, the corridor approval given the I-205 highway on March 7, 1966, preceded enactment of the National Historic Preservation Act, but that corridor is now interpreted by the Federal Highway Administration as lying across the proposed fill. To that extent, the action is unlawful because it has been implicitly or explicitly modified after the effective date of the act. As stated elsewhere, absent the fill and airport expansion, plaintiffs would not challenge the corridor, highway or bridge.

Failure of the heads of the respective agencies to take into account the effect on the National Monument prior to their actions, and failure to provide an opportunity to comment to Advisory Council rendered the actions unlawful. D.C. Federation v. Volpe, ___F.2d ____ D.C. Cir. (1971), 3 ERC 1421; Ely v. Velde ___F.2d ____ Fourth Cir. (1971), 3 ERC 1281.

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MAIN 4-0901

XII. THE SECRETARY OF TRANSPORTATION'S AND DEPARTMENT OF TRANSPORTATION'S ACTIONS OF APPROVAL OF THE PROPOSED I-205 HIGHWAY AND BRIDGE IN THE VICINITY OF THE AIRPORT ARE UNLAWFUL

On March 7, 1966 the Federal Highways Administration gave its "corridor approval" for Interstate 205.

On February 18, 1970 Secretary Volpe made a section 4(f) determination regarding the Interstate 205 highway crossing over Government Island and adjacent islands by concurring in such a determination sent to him by the Federal Highway Administration in a memo dated January 7, 1970.

On May 15, 1970, Secretary Volpe made a section 4(f) determination regarding the proposed I-205 bridge across the Columbia River by concurring in a memorandum dated 28 April 1970 sent to him by the Commandant of the Coast Guard.

On 20 May 1970, the Coast Guard granted a permit for the I-205 bridge across the Columbia River to the Oregon State Highway Department.

On January 27, 1971, the Federal Highways Administration gave its "design approval" to the Oregon portion of I-205 Highway and the I-205 bridge.

In general, plaintiffs do not object to the location of Interstate 205 highway or Interstate 205 bridge in the corridor chosen for them. Plaintiffs' objections run to the giant proposed dredge-dike-and fill project in the river, and the airport's expansion based on it. If the highway were to end at the existing Oregon shore of the Columbia River, and the bridge take off from that existing shore (and if there are no problems not now known to plaintiffs), plaintiffs would not contest them. It is because the highway and the bridge have been planned to make use of the filled area that plaintiffs challenge the validity of their approvals.

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BRIDGE IN THE VICINITY OF THE AIRPORT ARE UNLAWFUL

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It is recognized that one approval (the approval of March 7, [illegible] route of the Interstate 205 highway) proceeded all of



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DURNING, PRINCE & SMITH
1411 FOURTH AVENUE
SEATTLE, WASHINGTON 98101
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8905

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 5, 1973

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

Mr. George H. Andrews
Director
Washington State Highway Department
Highway Administration Building
Olympia, WA 98504

NOTED
A. E. JOHNSON

Dear Mr. Andrews:

Columbia River (I-205) Bridge
Bridge No. 9555
Shore Work, State of Washington

Your letter of August 29, 1973 reiterates your desire to handle the dry land portion of this project in Washington as a Washington highway project. We are agreeable to this.

A logical point of division between the dry land portion and the river portion of the structure appears to be approximately pier 11 (Sta. 28+97). The consultant is aware of our thinking in this matter and is designing with such a decision in mind. Details will be firmed up at a later date.

Our most recent meeting with the consultant indicated that the earliest date for award of a contract on the structure would be early 1975 (see attached memo 7/27/73). More recent telephone conversations comfirm this date.

We have obtained a Cost Guard Bridge Permit for the structure and will apply for a revised permit to cover the southerly extension. The Corps of Engineers do not have jurisdiction in this case. We will apply for an Oregon State Land

Board permit to cover pier excavation in Oregon at a later date. Any other permits required in your state should be obtained through your normal procedure.

Preliminary construction plans will be sent to you as early as possible.

Your cooperation in this project is sincerely appreciated. Please do not hesitate to write or call if you have more questions.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

RWE:dh

cc A. E. Johnson
E. S. Hunter
H. S. Coulter
R. L. Carroll
W. M. Foster
L. H. Young
R. N. Bothman
H. A. Schell
P. M. Oakley

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STATE HWY ENGR
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REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

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9

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 8, 1973

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

Mr. Burton Carnegie
Fish Passage Specialist
Oregon State Fish Commission
307 State Office Building
Portland, Oregon 97201

NOTED
E. S. HUNTER

Dear Mr. Carnegie:

Columbia River (I-205) Bridge
Br. 9555
Foundation Material

In response to your request during our recent meeting, I enclose a drawing entitled "Foundation Considerations" and the "Soil Test Data Sheets" for the subject project.

On the drawing is a line entitled "Material at Bottom of Footing" on which a description of the material at that point has been inserted for each of the river piers (piers 12 through 26).

Each of the Soil Data Sheets shows the pier to which it applies. The material encountered at the bottom of the footing for that pier has been underlined.

Please do not hesitate to request any additional information or clarification you may need.

Very truly yours,

Walter J. Hart
Bridge Engineer
ORIGINAL SIGNED
By R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

RWE/ag
Encls.

cc E. S. Hunter
P. M. Oakley

RECEIVED
AUG 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

E S Hunter

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

July 19, 1973

Mr. R. L. Carroll
District Engineer
Washington State Highway Department
4200 Main St.
P O Box 90
Vancouver, Washington

NOTED
E. S. HUNTER

Dear Mr. Carroll:

Columbia River (I-205) Bridge
Br. No. 9555
Foundation Excavation

As mentioned in today's telephone conversation, I am enclosing copies of three sketches indicating different types of foundation excavation (full size and reduced) and one plan and elevation sheet for the subject project.

We would like to explore the possibilities of excavating for river piers without cofferdams. It is estimated that cofferdams for the 15 piers in the river would cost approximately $3 million.

Elimination of the cofferdams would result in a savings of this amount and allow the use of precast pier construction similar to that of the new Interstate Bridge between Portland and Vancouver. This type of pier construction would result in an additional savings.

We believe that excavation in the open, limited to two or three locations at a time, would cause a small amount of turbidity when compared to the total amount of water flowing in the river.

RECEIVED
JUL 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

We intend to contact the Oregon Department of Environmental Quality, the Oregon State Fish Commission, and the Oregon State Game Commission about the possibilities of excavating without cofferdams. I would appreciate your contacting similar agencies in the State of Washington. At your convenience and as necessary, I am available to discuss the matter with these agencies.

Sketch No. 1 shows excavation using a clam shell both with and without a cofferdam. The spoil material is loaded on a barge and disposed of at a suitable location. I understand that gravel operations using a similar clam shell excavation are allowed in this reach of the river.

Sketch No. 2 shows the same excavation using an air lift instead of a clam shell. As you know, an air lift discharges approximately 15% solids and 85% water. Overflow of the muddy water from the barge at the excavation site may be a problem.

Sketch No. 3 shows excavation using a clam shell and disposition of the excavated material on the river bottom at the site. My preliminary contacts with the State Fish Commission indicate they have some question as to the acceptability of this type of disposal.

The plan and elevation sheet, which is entitled "Foundation Considerations" indicates the location of the river piers, the width of the river, the approximate width of the footings, the type of material in the river bottom, et cetera. This drawing was made up in connection with test piles and plate loads and contains extraneous information irrelevant to the subject at hand.

As indicated by the penciled note on this drawing, the width of one pier comprises slightly less than 1% of the waterway area; thus it is felt that excavation confined to two or three locations at a time would result in an insignificant turbidity load when compared to the entire waterway.

Your cooperation in this matter will be greatly appreciated.

Very truly yours,

Walter J. Hart
Bridge Engineer
BY ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attachs.
cc E. S. Hunter
M. A. Craft
T. G. Thompson

CON
I-205
Col. K. Co.

June 13, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Substructure Design Columbia River
Bridge, I-205
Bridge No. 9555

We concur that a glory hole excavation could be permitted on this project. A substantial saving in substructure cost might be obtained.

Contact will be made with the various concerned public and private agencies to examine this possibility further.

We will keep you advised on the results of these contacts.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

WJH:dh jf

bc: F. B. Klaboe
A. E. Johnson
W. J. Hart

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 30, 1973

In reply refer to: 10-35.6

SUBJECT: Oregon Project I-205-7(2)302
Columbia River Bridge
Foundation Work

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

We have reviewed the structure proposal and correspondence on the Columbia River Bridge design work and feel the "no glory hole" construction method proposed could be a very costly decision. Perhaps additional examination of this decision is warranted. It would appear that with careful control of the river work an acceptable amount of turbidity and stream bed disruption could be specified. Our rough review shows that glory hole work in the pier area could reduce substructure costs for either bell-shaped or Coronado type foundations.

Please explore the possibility of this type construction for the bridge foundation work.

for G. L. Green

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STATE HWY ENGR
MAY 31 '73
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JUN 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
W. J. HART

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JUN 4 1973
BRIDGE DIVISION

Hart 6/2.

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 18, 1973

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

TO Mr. Glen Green
Division Engineer
Federal Highway Administration

FROM ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

SUBJECT Foundation Study
Columbia River Bridge, I-205
Bridge No. 9555

RECEIVED
MAY 18 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

As requested in your letter of May 16, 1973, the following is a status report on the foundation study for the I-205 bridge:

1. The Case pile test program. It is our intention to incorporate the Case pile test program as part of the test pile contract to be awarded later this summer.

2. Pile test foundation contract. We are awaiting information from the consultant on what he considers will be necessary for additional test pile items in the proposed 4,000-foot extension. As soon as this information is received we will propose to contract the load test pile work. Hopefully this can be under contract by July of this year.

3. Coronado Bridge foundation bridge type study. The consultant advises us that he is preparing a report on this alternate foundation type and will have this information to us in the near future.

4. Foundation study of 4,000 foot structure extension. The consultant advises us that CH2M-Hill is preparing a proposal for the necessary foundation investigation over the length of the 4,000-foot extension. This information should be available in approximately two weeks.

NOTED
E. S. HUNTER

WJH:dh

cc E. S. Hunter
R. N. Bothman

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 16, 1973

In reply refer to: 10-35.6

SUBJECT: Oregon Project I-205-7(2)302
Columbia River Bridge
Foundation Information

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

Some time has transpired since our last submittal from the consultant on his proposed foundation study. We would appreciate a status report on:

1. The Case pile test load program
2. Pile test foundation contract
3. Coronado Bridge foundation bridge type study
4. Foundation study of 4,000 ft. structure extension to existing Marine Drive

We have had inquiries from our Regional office requesting this information and it would be desirable to have the most current data.

For G. L. Green

RECEIVED
STATE HWY ENGR
MAY 16 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
MAY 21 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
A. E. JOHNSON

NOTED
E. S. HUNTER

RECEIVED
MAY 18 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8905

7-73

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# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
210 Cottage Street S.E., Salem, Oregon 97310
Bill Kramer, Supervisor Ph: 378-3732

RECEIVED
AUG 9 1973
OFFICE ENGINEERING SECTION

RECEIVED
AUG 6 1973
OFFICE ENGINEERING SECTION

## PNRS STATE REVIEW

Project #: 7308 2 040 Return Date: AUG 23 1973

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

### PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(X) It has no significant effect. (X) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has no adverse effect.

( ) It has adverse effects.

( ) We are interested but require more information.

( ) Additional comments for project improvement.

- - - - - - - - - - - -

REMARKS

REGION 1 ☐ RE ☐ RME ☐ RCE ☐ OE
AUG 7 1973
☐ TE ☐ UE ☐ DES ☐ SEC

RECEIVED
STATE HWY ENGR
AUG 3 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
R. D. ASBURRY

NOTED
L. H. YOUNG

Agency Hwy. By E. T. Flinke

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | | | |
|---|---|---|---|---|
| For Internal Use Only | [1-8] PNRS # | [9] CARD TYPE: | | Page One |

| | | | | | | |
|---|---|---|---|---|---|---|
| 02 | [12] APPLICANT: Port of Portland | [45] | [46] DIVISION: Aviation | | | [79] |
| 03 | [12] APPLICANT ADDRESS STREET: P. O. Box 3529 | [45] | [46] CITY: Portland, Oregon | [60] | [76] ZIP: 97208 | [80] |
| 04 | [12] CONTACT PERSON: J. R. Perkins | [45] | [46] AREA CODE [48] [49] PHONE: 503 233-8331 | [55] | [56] EXTENSION: 251 | [59] |
| 01 | [12] PROJECT TITLE: Portland International Airport Master Plan | | | | | [71] |
| 11 | [12] PROJECT LOCATION CITY: Portland | [45] | [46] PROJECT LOCATION COUNTY: Multnomah | | | [79] |
| 05 | [12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): Preparation of a comprehensive long-range plan for the development | | | | | [71] |
| 06 | [12] of Portland International Airport, including replacement general | | | | | [71] |
| 07 | [12] aviation facilities. | | | | | [71] |
| 08 | [12] | | | | | [71] |
| 09 | [12] | | | | | [71] |
| 10 | [12] | | | | | [71] |

12

| FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| [12] (A) Grant [19] | [20] (B) Other [27] | [28] (C) State [35] | [36] (D) Local [43] | [44] (E) FUNDS [51] | [52] (F) FUNDS [60] |
| $165,000 | | | $85,000 | | $250,000 |

| | | | | |
|---|---|---|---|---|
| 13 | [12] TYPE OF OTHER FEDERAL FUNDS (See 12B): None | [45] | [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E): None | [79] |
| 14 | [12] FEDERAL PROGRAM TITLE: Airport Planning Grant Program | | | [71] |
| 15 | [12] FEDERAL AGENCY NAME: Department of Transportation | [45] | [46] FEDERAL SUB-AGENCY NAME: Federal Aviation Administration | [79] |

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

| STATE | INTER-STATE | COUNTY | CITY | SCHOOL DISTRICT | SPECIAL DISTRICT | COMMUNITY ACTION | SPONSORED ORGANIZATION | OTHER |
|---|---|---|---|---|---|---|---|---|
| ☐ 12 | ☐ 13 | ☐ 14 | ☐ 15 | ☐ 16 | ☒ 17 | ☐ 18 | ☐ 19 | ☐ 20 |

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

| NEW GRANT | CONT. GRANT | SUPPL'T GRANT | INCREASE DURATION | DECREASE DURATION | CANCELLATION | INCREASE DOLLARS | DECREASE DOLLARS |
|---|---|---|---|---|---|---|---|
| ☒ 21 | ☐ 22 | ☐ 23 | ☐ 24 | ☐ 25 | ☐ 26 | ☐ 27 | ☐ 28 |

(C) IS THERE A COMPREHENSIVE PLAN?

| STATE | | REGIONAL | | LOCAL | | (D) REVIEW REQUIRED by A-95 | | (E) ENVIRONMENTAL IMPACT | | (F) HOUSING RELOCATION REQUIRED | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Yes | No | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No |
| ☒ 29 | ☐ 30 | ☒ 31 | ☐ 32 | ☐ 33 | ☒ 34 | ☐ 35 | ☐ 36 | ☐ 37 | ☐ 38 | ☐ 39 | ☐ 40 |

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH [42]: Nov. [43] DAY [44]: 19 [45] YEAR [46]: 1973

## ADDITIONAL INFORMATION — ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.103

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No [ ] Yes [X] Date:

III. HAS FUNDING AGENCY BEEN NOTIFIED? No [ ] Yes [X] Date: July 18, 1973

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY N/A

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Oregon State Airport System Plan

Portland Regional Airport Study

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 1
(b) State Representative District(s) Number(s) 8 through 23
(c) State Senatorial District(s) Number(s) 5 through 12

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

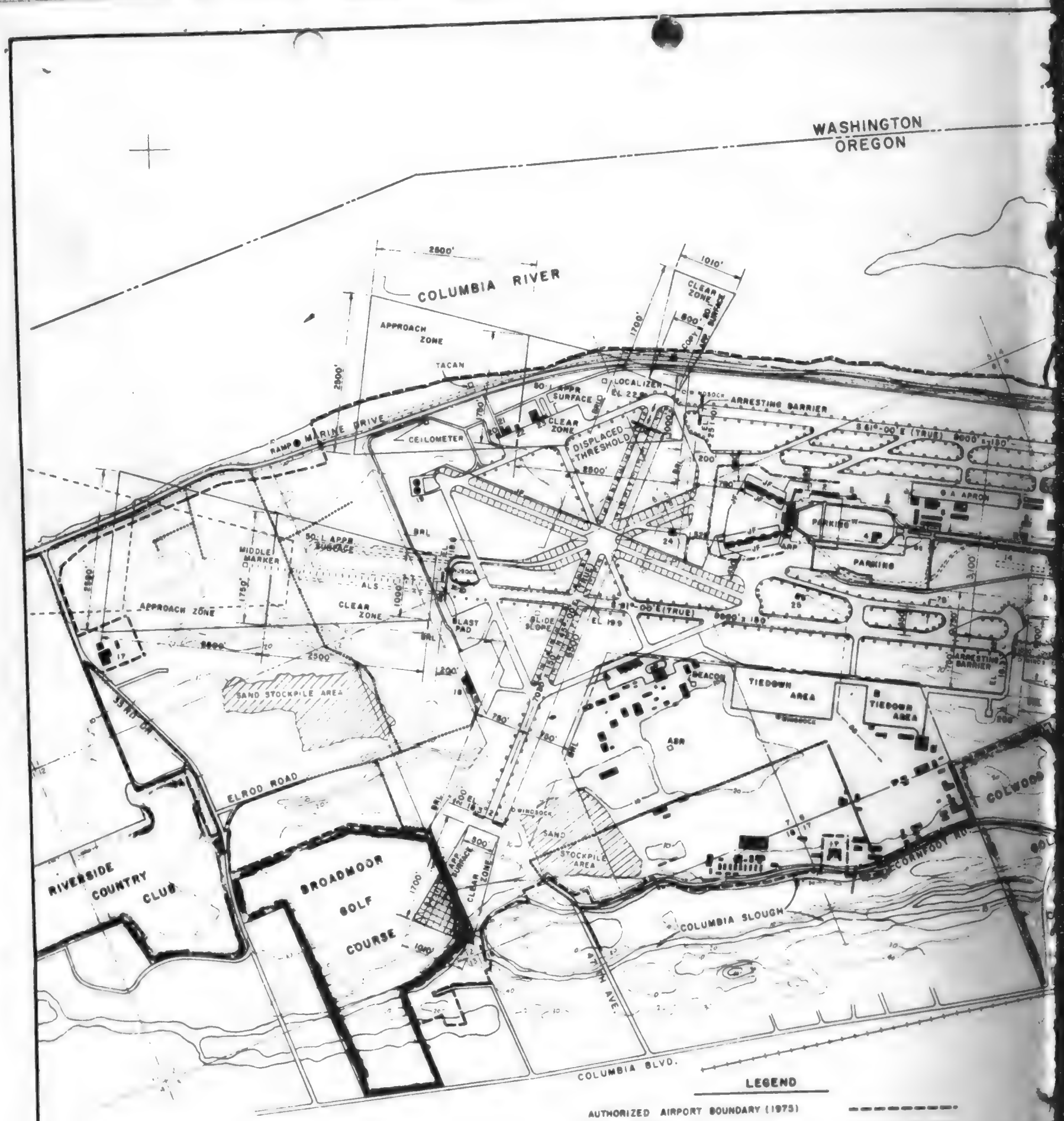
(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

## REMARKS

The Port Commission recently abandoned a master plan for PIA after some five years of development activity under that plan. Changes in public attitudes and desires were cited as the motivating forces bringing about that action. This proposed project has as its purpose the establishment of a new long range development plan for PIA to ensure that public needs are met as well as possible within the constraints placed upon the airport.

RECEIVED
AUG 3 1973
OFFICE OF
DIRECTOR of TRANSPORTATION




| RUNWAY DATA | | | |
|---|---|---|---|
| | 2-20 | 10L-28R | 10R-28L |
| EFFECTIVE GRADIENT IN % | 0.06 | 0.03 | 0.01 |
| % WIND COVERAGE | 89.5 | 92.4 | 92.4 |
| INSTRUMENT RUNWAY | 2 20 NO NON-PRECISION | 10L 28R NO CAT I | 10R 28L CAT I NO |
| PAVEMENT STRENGTH * | 340DT | 350DT | 350DT |
| EXISTING CLEAR SLOPES | 2 38:1 20 20:1 | 50:1 MIN. | 50:1 MIN. |
| PLANNED APPROACH SURFACES | 2 34:1 20 34:1 | 50:1 | 50:1 |
| RUNWAY EDGE LIGHTING | MIRL | HIRL | HIRL |
| RUNWAY MARKING | NONPRECISION INSTRUMENT | PRECISION INSTRUMENT | PRECISION INSTRUMENT |
| NAVIGATIONAL AIDS | NONE | ALS & ILS | ALS & ILS |
| & TOUCHDOWN ZONE LIGHTS | NONE | NONE | NONE |

* [illegible] FOR

LEGEND

- AUTHORIZED AIRPORT BOUNDARY (1975)
- EXISTING FACILITIES & FEATURES
- FUTURE FACILITIES & FEATURES
- OVERHEAD POWER LINES
- SECTION LINES
- BUILDING RESTRICTION LINE (BRL)
- PERIMETER FENCE
- SANITARY SEWER LINE
- WATER LINE
- AIRCRAFT PARKING LIMIT LINE
- JET FUEL PIPELINE
- GROUND CONTOURS
- RUNWAY & TAXIWAY LIGHTS
- RUNWAY THRESHOLD LIGHTS
- SHOULDER STABILIZATION
- AVIGATION EASEMENT
- MILITARY LEASE AREA
- GOLF COURSE BOUNDARIES
- STREETS TO BE VACATED
- LEVEE
- STRUCTURES
- U.S.C. & G.S. MONUMENTS

RAMP

CLARK CO.
MULTNOMAH CO.

SAND ISLAND

LEMON ISLAND

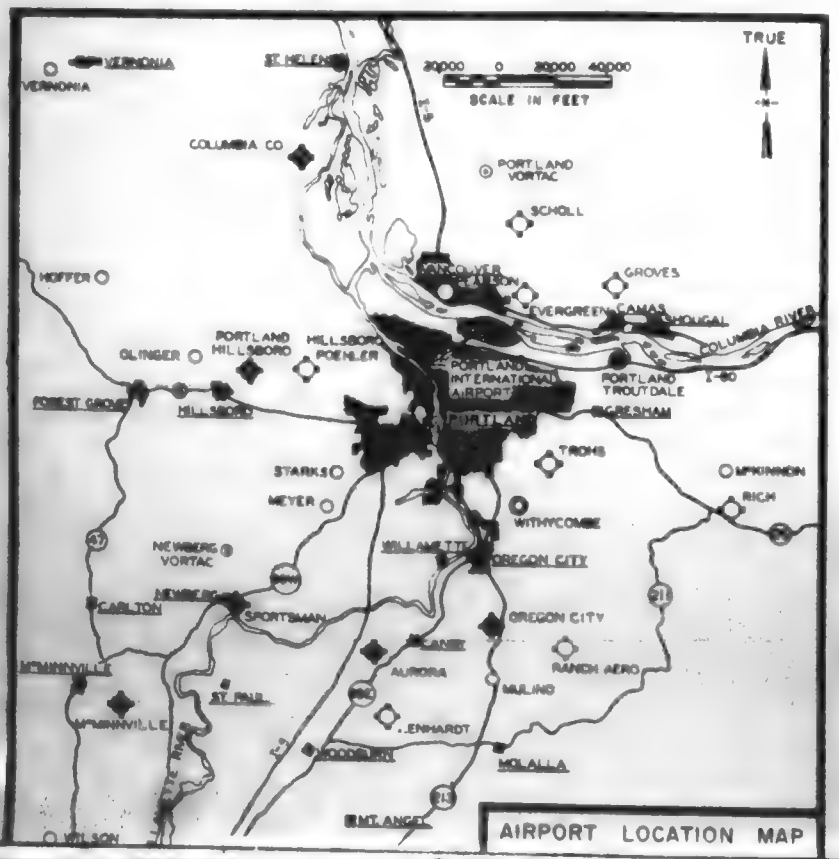
GOVERNMENT ISLAND

TRUE MAGNETIC
20° 47' 1970
N

1000' 0'
SCALE

200'
2800'
2500'
BRL
DIKE
MIDDLE MARKER
ALS
50:1 APPR SURFACE
CLEAR ZONE
APPROACH ZONE
1750'
2500'
SAND STOCKPILE AREAS
APPR SURFACE
LOCALIZER
ARRESTING BARRIER
2800' R/W EXT.
CLEAR ZONE
FUTURE CLEAR ZONE
APPROACH ZONE
2500'
BLAST PAD
GLIDE SLOPE
MARINE DRIVE
112TH AVE
LOMBARD ST.
SARATOGA ST.
LIBERTY ST.
HOLMAN ST.
82ND AVE
RECOMMENDED 82ND DRIVE
105TH AVE
COLWOOD
COLWOOD ROAD
COURSE
UNION PACIFIC RAILROAD

| NO | ST |
|---|---|
| 1 | TERMINAL BUILDING & CONT |
| 2 | CARGO BUILDING |
| 3 | MAINTENANCE BUILDING |
| 4 | CENTRAL UTILITIES BUILDI |
| 5 | CAR RENTAL BUILDINGS |
| 6 | FLIGHTCRAFT HANGERS & |
| 7 | GEORGIA PACIFIC HANGER |
| 8 | HANNA ENTERPRISES |
| 9 | FLIGHTCRAFT T-HANGERS |
| 10 | UAL BUILDINGS |
| 11 | SHERATON MOTOR INN |
| 12 | WATER STORAGE TANKS & |
| 13 | CARGO BUILDINGS |
| 14 | FREIGHT FORWARDERS BUIL |
| 15 | UNITED MEDICAL LABORAT |
| 16 | RODEWAY INN MOTEL |
| 17 | OREGON NATIONAL GUARD |
| 18 | AIR WEST HANGER |
| 19 | JET FUEL STORAGE TANKS |
| 20 | WEATHER BUREAU OFFICE |
| 21 | FAA OFFICES |
| 22 | COLUMBIA AVIATION CLUB |
| 23 | UAL HANGER |
| 24 | A & S BUILDING |
| 25 | SEWAGE TREATMENT PLAN |



AIRPORT LOCATION MAP

NOTES:
1. FOR EXISTING AIRPORT PROPERTY BOUNDARY SEE ATTACHED EXHIBIT "A" DRAWING NO. PIA 72-42 REVISED MAY 1, 1975.
2. ALL PAVEMENTS ARE BITUMINOUS.
3. FOR COMPLETE LIST OF ALL MONUMENTS SEE DRAWING NO. PIA 70-309
4. ELEVATIONS ARE U.S.C. & G.S. DATUM

| AIRPORT DATA | |
|---|---|
| AIRPORT ELEVATION | 26.0 |
| AIRPORT REFER POINT (ARP) | LAT 45°-35'-20.8" LONG. 122°-38'-33.6" |
| AIRPORT & TERMINAL NAV. AIDS | ASR, VOR, NDB, & TACAN (MILITARY) |
| MEAN MAX. TEMP OF HOTTEST MONTH | 78.6°F |
| | |
| MISCELLANEOUS FACILITIES | |
| TAXIWAY LIGHTING, CENTERLINE MARKING | YES |

| NO. | DATE | BY | REVISION |
|---|---|---|---|

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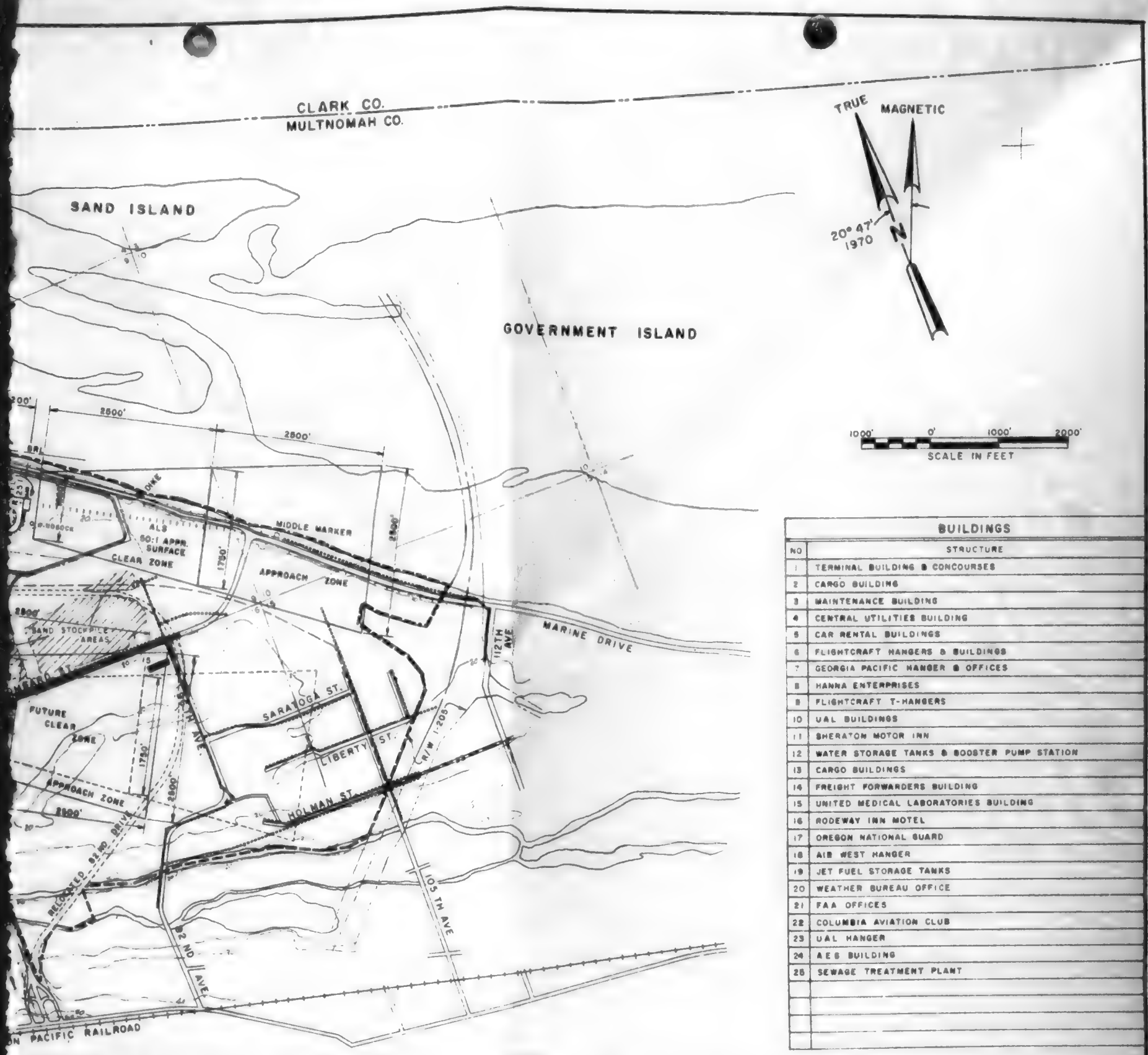
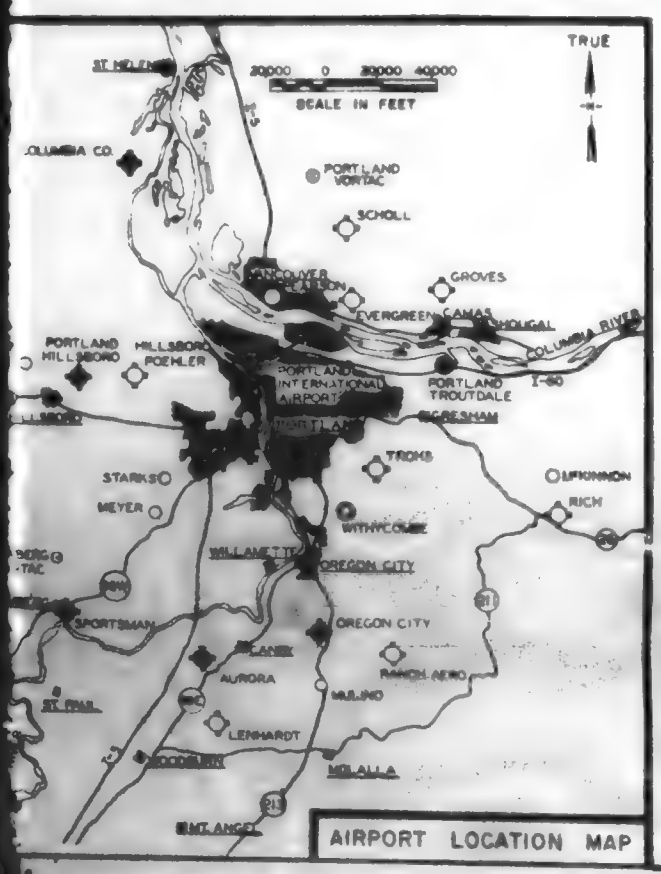
PORTLAND INTERN
AIRPORT L

DRAWN BY
SUBMITTED BY
RECOMMENDED BY
DATE
SCALE AS SHOWN




| BUILDINGS | |
|---|---|
| NO | STRUCTURE |
| 1 | TERMINAL BUILDING & CONCOURSES |
| 2 | CARGO BUILDING |
| 3 | MAINTENANCE BUILDING |
| 4 | CENTRAL UTILITIES BUILDING |
| 5 | CAR RENTAL BUILDINGS |
| 6 | FLIGHTCRAFT HANGERS & BUILDINGS |
| 7 | GEORGIA PACIFIC HANGER & OFFICES |
| 8 | HANNA ENTERPRISES |
| 9 | FLIGHTCRAFT T-HANGERS |
| 10 | UAL BUILDINGS |
| 11 | SHERATON MOTOR INN |
| 12 | WATER STORAGE TANKS & BOOSTER PUMP STATION |
| 13 | CARGO BUILDINGS |
| 14 | FREIGHT FORWARDERS BUILDING |
| 15 | UNITED MEDICAL LABORATORIES BUILDING |
| 16 | RODEWAY INN MOTEL |
| 17 | OREGON NATIONAL GUARD |
| 18 | AIR WEST HANGER |
| 19 | JET FUEL STORAGE TANKS |
| 20 | WEATHER BUREAU OFFICE |
| 21 | FAA OFFICES |
| 22 | COLUMBIA AVIATION CLUB |
| 23 | UAL HANGER |
| 24 | A E S BUILDING |
| 25 | SEWAGE TREATMENT PLANT |




| AIRPORT DATA | |
|---|---|
| AIRPORT ELEVATION | 26.0 |
| AIRPORT REFER POINT (ARP) | LAT 45°-35'-20.6" LONG. 122°-36'-32.6" |
| AIRPORT & TERMINAL NAV AIDS | ASR, VOR, NDB, & TACAN (MILITARY) |
| MEAN MAX. TEMP OF HOTTEST MONTH | 78.3° F |
| | |
| MISCELLANEOUS FACILITIES | |
| TAXIWAY LIGHTING, CENTERLINE MARKING | YES |

NOTES:
1. FOR EXISTING AIRPORT PROPERTY BOUNDARY SEE ATTACHED EXHIBIT "A" DRAWING NO. PIA 72-42 REVISED MAY 1, 1973.
2. ALL PAVEMENTS ARE BITUMINOUS
3. FOR COMPLETE LIST OF ALL MONUMENTS SEE DRAWING NO. PIA 70-509
4. ELEVATIONS ARE U.S.C. & G.S. DATUM.

| NO. | DATE | BY | REVISION | APPROVED | ATAP APPROVAL |
|---|---|---|---|---|---|
| | | | | | |

# THE PORT OF PORTLAND
PORTLAND, OREGON

PORTLAND INTERNATIONAL AIRPORT

## AIRPORT LAYOUT PLAN

DESIGNED BY | DRAWN BY KJM | CHECKED BY
SUBMITTED BY | APPROVED BY
RECOMMENDED BY
DATE | SCALE AS SHOWN | DRAWING NO. PIA 73-53 | 1/4

## LEGEND

- AUTHORIZED AIRPORT BOUNDARY (1975)
- EXISTING FACILITIES & FEATURES
- FUTURE FACILITIES & FEATURES
- OVERHEAD POWER LINES
- SECTION LINES
- BUILDING RESTRICTION LINE (BRL)
- PERIMETER FENCE
- SANITARY SEWER LINE
- WATER LINE
- AIRCRAFT PARKING LIMIT LINE
- JET FUEL PIPELINE
- GROUND CONTOURS
- RUNWAY & TAXIWAY LIGHTS
- RUNWAY THRESHOLD LIGHTS
- SHOULDER STABILIZATION
- AVIGATION EASEMENT .
- MILITARY LEASE AREA
- GOLF COURSE BOUNDARIES
- STREETS TO BE VACATED
- LEVEE
- STRUCTURES
- U.S.C. & G.S. MONUMENTS

| RUNWAY DATA | | | |
|---|---|---|---|
| | 2-20 | 10L-28R | 10R-28L |
| EFFECTIVE GRADIENT IN % | 0.06 | 0.03 | 0.01 |
| % WIND COVERAGE | 89.5 | 92.4 | 92.4 |
| INSTRUMENT RUNWAY | 2 NO / 20 NON-PRECISION | 10L NO / 28R PRECISION | 10R PRECISION / 28L NO |
| PAVEMENT STRENGTH * | 340DT | 350DT | 350DT |
| EXISTING CLEAR SLOPES | 2 25:1 / 20 25:1 | 50:1 MIN. | 50:1 MIN. |
| PLANNED APPROACH SURFACES | 2 34:1 / 20 34:1 | 50:1 | 50:1 |
| RUNWAY EDGE LIGHTING | MIRL | MIRL | MIRL |
| RUNWAY MARKING | NONPRECISION INSTRUMENT | PRECISION INSTRUMENT | PRECISION INSTRUMENT |
| NAVIGATIONAL AIDS | NONE | ALS & ILS | ALS & ILS |
| & TOUCHDOWN ZONE LIGHTS | NONE | NONE | NONE |

* VALUES GIVEN ARE GROSS AIRCRAFT WEIGHT IN 1000 LBS FOR SINGLE (S), DUAL (D), & DUAL TANDEM (DT) GEAR AIRCRAFT

CLARK CO.
MULTNOMAH CO

SAND ISLAND

LEMON ISLAND

GOVERNMENT ISLAND

TRUE MAGNETIC

20° 47'
1970

N

1000' 0'
SCALE

200'
2900'
2900'
BRL
BLAST PAD
DIKE
ALS
50:1 APPR SURFACE
CLEAR ZONE
MIDDLE MARKER
2900'
APPROACH ZONE
1750'
MARINE DRIVE
112TH AVE
SAND STOCKPILE AREA
LOMBARD ST.
SARATOGA ST.
LIBERTY ST.
R/W 1:20
HOLMAN ST.
82ND AVE
105TH AVE
FUTURE CLEAR ZONE
APPROACH ZONE
COLWOOD
GOLF COURSE
ALDERWOOD ROAD
RELOCATED 82ND DRIVE
UNION PACIFIC RAILROAD

| NO | BUI |
|---|---|
| 1 | TERMINAL BUILDING & CONC |
| 2 | CARGO BUILDING |
| 3 | MAINTENANCE BUILDING |
| 4 | CENTRAL UTILITIES BUILDING |
| 5 | CAR RENTAL BUILDINGS |
| 6 | FLIGHTCRAFT HANGERS & BU |
| 7 | GEORGIA PACIFIC HANGER & |
| 8 | HANNA ENTERPRISES |
| 9 | FLIGHTCRAFT T-HANGERS |
| 10 | UAL BUILDINGS |
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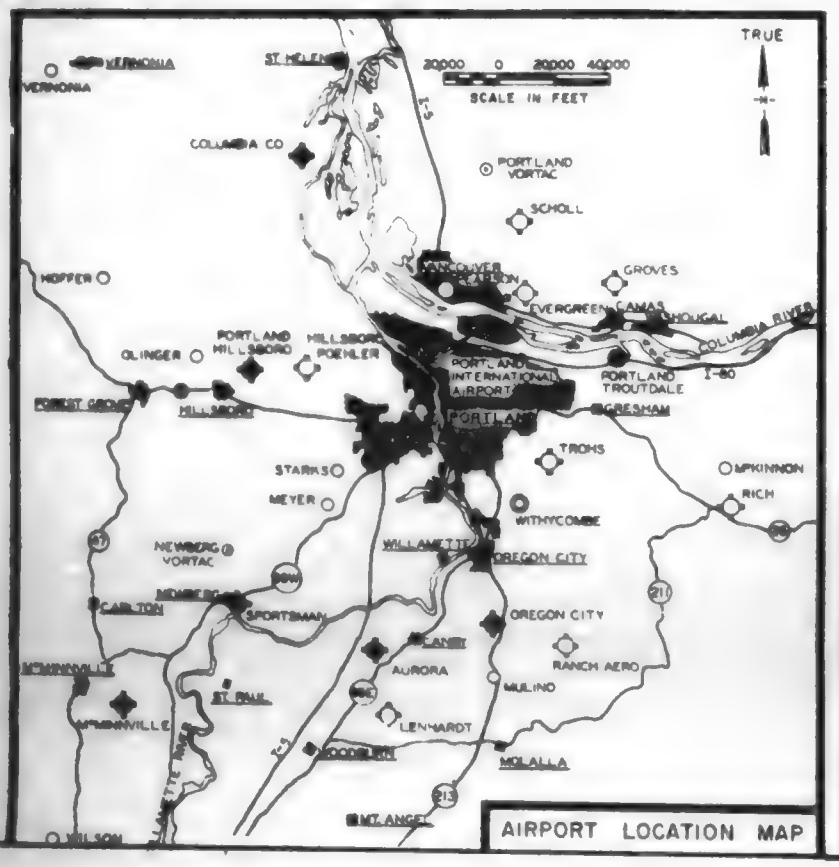
| 12 | WATER STORAGE TANKS & P |
| 13 | CARGO BUILDINGS |
| 14 | FREIGHT FORWARDERS BUILDI |
| 15 | UNITED MEDICAL LABORATORI |
| 16 | RODEWAY INN MOTEL |
| 17 | OREGON NATIONAL GUARD |
| 18 | AIB WEST HANGER |
| 19 | JET FUEL STORAGE TANKS |
| 20 | WEATHER BUREAU OFFICE |
| 21 | FAA OFFICES |
| 22 | COLUMBIA AVIATION CLUB |
| 23 | UAL HANGER |
| 24 | A E S BUILDING |
| 25 | SEWAGE TREATMENT PLANT |




AIRPORT LOCATION MAP

NOTES:
1 FOR EXISTING AIRPORT PROPERTY BOUNDARY SEE ATTACHED EXHIBIT "A" DRAWING NO. PIA 72-42 REVISED MAY 1, 1973
2 ALL PAVEMENTS ARE BITUMINOUS
3 FOR COMPLETE LIST OF ALL MONUMENTS SEE DRAWING NO PIA 70-509
4 ELEVATIONS ARE U.S.C. & G.S. DATUM

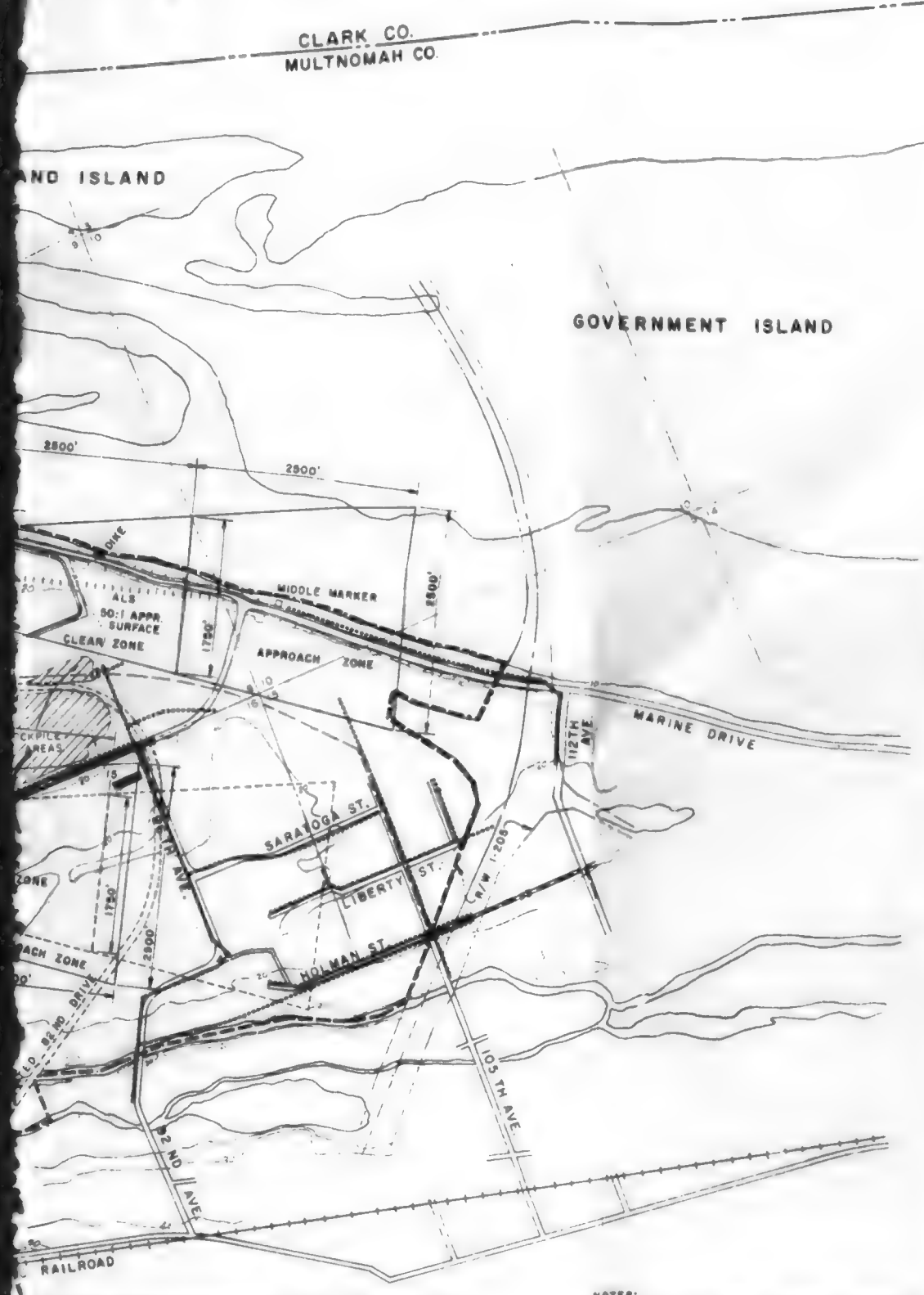
| AIRPORT DATA | |
|---|---|
| AIRPORT ELEVATION | 26.0 |
| AIRPORT REFER POINT (ARP) | LAT 45°-35'-20.8" LONG. 122°-35'-52.4" |
| AIRPORT & TERMINAL NAV. AIDS | ASR, VOR, NDB, & TACAN (MILITARY) |
| MEAN MAX TEMP OF HOTTEST MONTH | 78.6°F |
| | |
| MISCELLANEOUS FACILITIES | |
| TAXIWAY LIGHTING, CENTERLINE MARKING | YES |

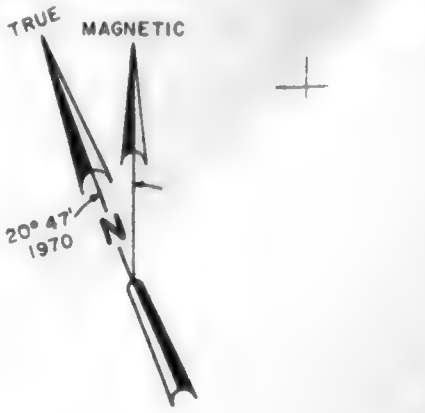
| NO | DATE | BY | REVISION |
|---|---|---|---|
| | | | |

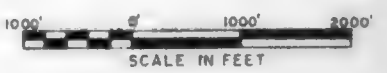
THE PORT OF
PORTLAND

PORTLAND INTERNA
AIRPORT LAY

DESIGNED BY | DRAWN BY
SUBMITTED BY
RECOMMENDED BY
DATE | SCALE AS SHOWN




| BUILDINGS | |
|---|---|
| NO | STRUCTURE |
| 1 | TERMINAL BUILDING & CONCOURSES |
| 2 | CARGO BUILDING |
| 3 | MAINTENANCE BUILDING |
| 4 | CENTRAL UTILITIES BUILDING |
| 5 | CAR RENTAL BUILDINGS |
| 6 | FLIGHTCRAFT HANGERS & BUILDINGS |
| 7 | GEORGIA PACIFIC HANGER & OFFICES |
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| 9 | FLIGHTCRAFT T-HANGERS |
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| 11 | SHERATON MOTOR INN |
| 12 | WATER STORAGE TANKS & BOOSTER PUMP STATION |
| 13 | CARGO BUILDINGS |
| 14 | FREIGHT FORWARDERS BUILDING |
| 15 | UNITED MEDICAL LABORATORIES BUILDING |
| 16 | RODEWAY INN MOTEL |
| 17 | OREGON NATIONAL GUARD |
| 18 | AIR WEST HANGER |
| 19 | JET FUEL STORAGE TANKS |
| 20 | WEATHER BUREAU OFFICE |
| 21 | FAA OFFICES |
| 22 | COLUMBIA AVIATION CLUB |
| 23 | UAL HANGER |
| 24 | AES BUILDING |
| 25 | SEWAGE TREATMENT PLANT |
| | |
| | |
| | |
| | |

NOTES:
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2 ALL PAVEMENTS ARE BITUMINOUS
3 FOR COMPLETE LIST OF ALL MONUMENTS SEE DRAWING NO. PIA 70-509
4 ELEVATIONS ARE USC & GS DATUM

AIRPORT LOCATION MAP

| AIRPORT DATA | |
|---|---|
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| AIRPORT REFER POINT (ARP) | LAT 45°-35'-20.8" LONG. 122°-35'-33.6" |
| AIRPORT & TERMINAL NAV AIDS | ASR, VOR, NDB, & TACAN (MILITARY) |
| MEAN MAX. TEMP OF HOTTEST MONTH | 78.6° F |
| | |
| MISCELLANEOUS FACILITIES | |
| TAXIWAY LIGHTING, CENTERLINE MARKING | YES |

| NO | DATE | BY | REVISION | APPROVED | ADAP APPROVAL |
|---|---|---|---|---|---|
| | | | | | |

# THE PORT OF PORTLAND

PORTLAND, OREGON

PORTLAND INTERNATIONAL AIRPORT

## AIRPORT LAYOUT PLAN

DESIGNED BY | DRAWN BY KJM | CHECKED BY

SUBMITTED BY | APPROVED BY

RECOMMENDED BY

DATE | SCALE AS SHOWN | DRAWING NO PIA 73 - 53 1/4

8905

7-73

8

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Bill Kramer, Supervisor Ph: 378-3732

## PNRS STATE REVIEW

Project #: 7307 2 360 Return Date: JUL 25 1973 (Immediate Response)

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

### PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no significant effect. (X) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has no adverse effect.

( ) It has adverse effects.

( ) We are interested but require more information.

( ) Additional comments for project improvement.

- - - - - - - - - - - -

REMARKS

Agency _____ By R. D. Ackerman
Asst Office Engr

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| For Internal Use Only | 1-8] PNRS # 7307 2 760 | 9] CARD TYPE: | Page One |
|---|---|---|---|

| | | | | | |
|---|---|---|---|---|---|
| 02 | 12] APPLICANT: Port of Portland [45] | 46] DIVISION: Aviation [79] | | | |
| 03 | 12] APPLICANT ADDRESS STREET: P. O. Box 3529 [45] | 46] CITY: Portland [60] | 76] ZIP: 97208 [80] | | |
| 04 | 12] CONTACT PERSON: J. R. Perkins, FAA Coordinator [45] | 46] AREA CODE: 503 [48] | 49] PHONE: 233-8331 [55] | 56] EXTENSION: 251 [59] | |
| 01 | 12] PROJECT TITLE: Fill & Surcharge Placement at West End of Runway 10R/28L [71] | | | | |
| 11 | 12] PROJECT LOCATION CITY: Portland International Airport, Portland [45] | 46] PROJECT LOCATION COUNTY: Multnomah [79] | | | |
| 05 | 12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): Place fill and surcharge at westerly end of Runway 10R/28L. See attached sheets [71] | | | | |
| 06 | 12] for more information. [71] | | | | |
| 07 | 12] [71] | | | | |
| 08 | 12] [71] | | | | |
| 09 | 12] [71] | | | | |
| 10 | 12] [71] | | | | |

| 12 | FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|---|
| | 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| | $709,665 | | | $140,335 | | $850,000 |

| | | |
|---|---|---|
| 13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B): None [45] | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E): None [79] |
| 14 | 12] FEDERAL PROGRAM TITLE: Airport Development Aid Program [71] | |
| 15 | 12] FEDERAL AGENCY NAME: Department of Transportation [45] | 46] FEDERAL SUB-AGENCY NAME: Federal Aviation Administration [79] |

17

**(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

| STATE | INTER-STATE | COUNTY | CITY | SCHOOL DISTRICT | SPECIAL DISTRICT | COMMUNITY ACTION | SPONSORED ORGANIZATION | OTHER |
|---|---|---|---|---|---|---|---|---|
| ☐ 12 | ☐ 13 | ☐ 14 | ☐ 15 | ☐ 16 | ☒ 17 | ☐ 18 | ☐ 19 | ☐ 20 |

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

| NEW GRANT | CONT. GRANT | SUPPL'T GRANT | INCREASE DURATION | DECREASE DURATION | CANCELLATION | INCREASE DOLLARS | DECREASE DOLLARS |
|---|---|---|---|---|---|---|---|
| ☒ 21 | ☐ 22 | ☐ 23 | ☐ 24 | ☐ 25 | ☐ 26 | ☐ 27 | ☐ 28 |

**(C) IS THERE A COMPREHENSIVE PLAN?**

| STATE Yes | STATE No | REGIONAL Yes | REGIONAL No | LOCAL Yes | LOCAL No |
|---|---|---|---|---|---|
| ☒ 29 | ☐ 30 | ☒ 31 | ☐ 32 | ☒ 33 | ☐ 34 |

(See IV, Page 2)

**(D) REVIEW REQUIRED by A-95**

| Yes | No |
|---|---|
| ☒ 35 | ☐ 36 |

**(E) ENVIRONMENTAL IMPACT**

| Yes | No |
|---|---|
| ☐ 37 | ☒ 38 |

**(F) HOUSING RELOCATION REQUIRED**

| Yes | No |
|---|---|
| ☐ 39 | ☒ 40 |

| (G) ESTIMATED APPLICATION FILING DATE: | 41] MONTH [42 | 43] DAY [44 | 45] YEAR [46 |
|---|---|---|---|
| | August | 6 | 1973 |

## ADDITIONAL INFORMATION — ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.102

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: July 20, 1973

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: July 19, 1973

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY N/A

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Oregon Aviation System Plan; Portland Regional Airport Study; PIA Airport Layout Plan.

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN See attached sheets.

VII. (a) Federal Congressional District(s) Number(s) 1
(b) State Representative District(s) Number(s) 8 through 23
(c) State Senatorial District(s) Number(s) 5 through 12

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | STATE SHARE | TOTAL |
|---|---|---|---|
| First Year | %___ $___ | %___ $___ | %___ $___ |
| Second Year | %___ $___ | %___ $___ | %___ $___ |
| Third Year | %___ $___ | %___ $___ | %___ $___ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ___

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

## REMARKS

July 23, 1973

Port of Portland
Box 3529 Portland, Oregon 97208
503/233-8331
TWX: 910-464-6151 FAX: FDH

Summary Description
Fiscal Year 1974 Development Program (Part II)
First Stage Grading and ALS Modification at West End of Runway 10R/28L
Portland International Airport
Portland, Oregon

It is proposed to add the following items to the Port's FY 74 development program:

1. Remove Runway 10R ALS.

2. Place approximately 600,000 cubic yards of fill material at the west end of Runway 10R/28L to prepare site for a 2,200-foot extension of the runway.

3. Replace ALS.

The project encompasses moving the fill from the stockpile lying southwest of the west end of the runway (see photograph) and placing fill and surcharge in a position such that extension of the runway 2,200 feet to the west can be accomplished. Placement of this material will necessitate removing the approach lighting system fixtures, raising their mounting pilings and reinstalling the fixtures on the elevated pilings.

The proposed project schedule is as follows:

August 20, 1973

Commence removing ALS fixtures, raising pilings and placing fill. Fill placement, fixture removal, piling extension and fixture replacement will be accomplished concurrently to minimize project duration.

September 24, 1973

Complete fill and surcharge placement, and ALS fixture installation. Commence installation of power and control cable for ALS.

offices also in Tokyo,
New York, Chicago, Washington, D.C.

October 1, 1973

Complete cable installation and testing. Restore ALS to operation.

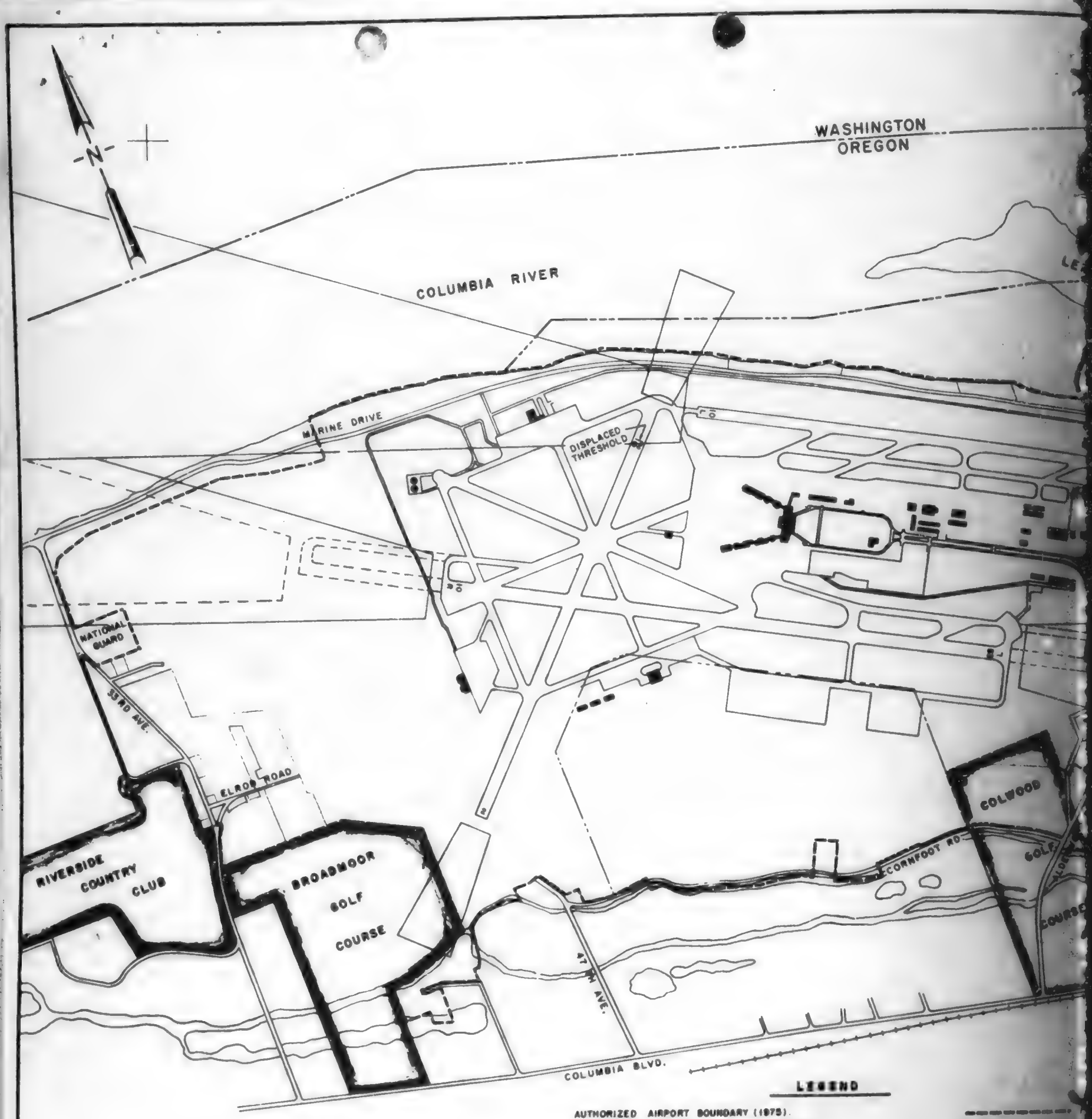
A public hearing and environmental impact report is required for this work if it finally becomes a part of the runway extension project. An overall environmental impact report for the runway extension will be prepared and circulated, and public hearings held. It should be appreciated that during the period of October 1, 1973 to March 1, 1974, the Port will be evaluating the alternative runway extensions. This process will involve the systematic and interdisciplinary assessment of the potential impact of each alternative, along with consideration of the technical, economic, social and environmental effects of such extension as developed through public hearings.

E. James Church
Director, Aviation

Attachments:

1. Reduced Airport Layout Plan PIA Dwg. 73-31.
2. Aerial photograph of project area.

JRP/G525/4-5




| RUNWAY DATA | | | |
|---|---|---|---|
| | 2-20 | 10L-28R | 10R-28L |
| | EXISTING | EXISTING | EXISTING |
| EFFECTIVE GRADIENT IN % | 0.06 | 0.03 | 0.01 |
| % WIND COVERAGE | 89.5 | 92.4 | 92.4 |
| INSTRUMENT RUNWAY | NO | 10L NO / 28R CAT. I | 10R CAT. I / 28L NO |
| PAVEMENT STRENGTH IN 1000 LBS. | 300DT | 550DT | 300DT |
| APPROACH SURFACE | 2: 20:1 / 20: 25:1 | 50:1 | 50:1 |
| RUNWAY EDGE LIGHTING | MIRL | HIRL | HIRL |
| RUNWAY MARKING | INST | ALL WTHR | ALL WTHR |
| PRECISION APPROACH AIDS | NONE | ALS & ILS | ALS & ILS |
| CENTERLINE & TOUCHDOWN ZONE | NONE | NONE | NONE |

SAND ISLAND

LEMON ISLAND

GOVERNMENT ISLAND

MARINE DRIVE

LOMBARD ST.

SARATOGA ST.

LIBERTY ST.

HOLMAN ST.

I-205

82ND AVE.

92ND AVE.

102ND AVE.

MULTNOMAH CHANNEL DRIVE

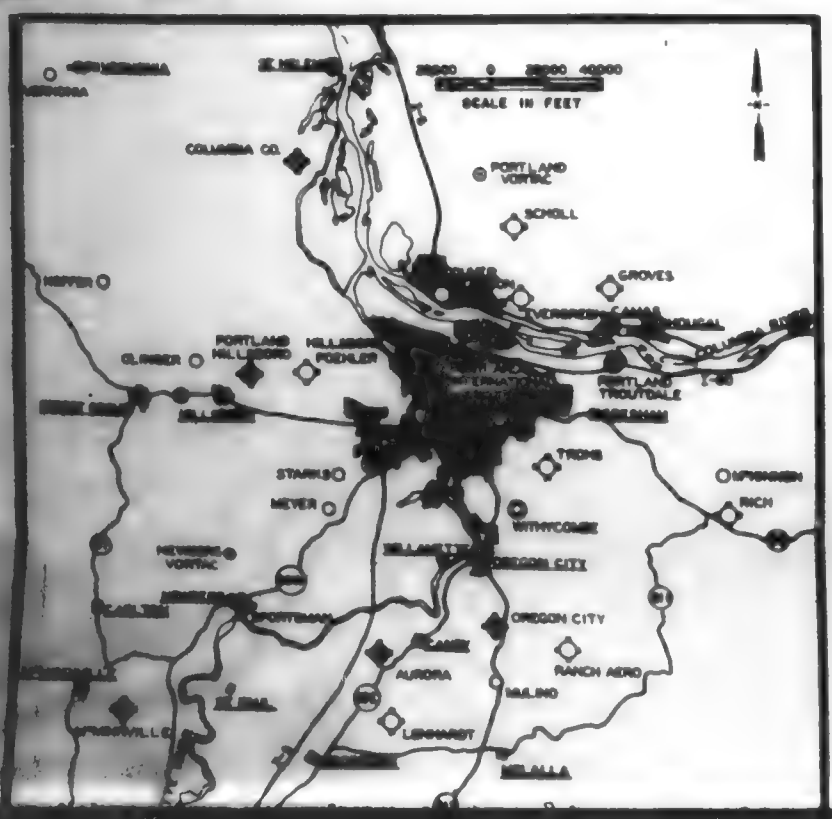
SOLE

COURSE

UNION PACIFIC RAILROAD

NOTES:

1. FOR EXISTING AIRPORT PROPERTY BOUNDARY SEE ATTACHED EXHIBIT "A" DRAWING NO. PIA 78-42 REVISED MAY 1, 1978.




| NO. | DATE | BY | REVISION |
|---|---|---|---|

THE PORT OF PORT
PORTLAND, OREGON

PORTLAND INTERNATIONAL

EXISTING AIRPORT LAYOUT
WITH INTERIM IOR-80L EX

DESIGNED BY
DRAWN BY
SUBMITTED BY
RECOMMENDED BY
APPROVED BY

SAND ISLAND

GOVERNMENT ISLAND

MARINE DRIVE

SARATOGA ST.

LIBERTY ST.

HOLMAN ST.

I-205 R/W

82 ND AVE.

185 TH AVE.

IC RAILROAD

NOTES:

1. FOR EXISTING AIRPORT PROPERTY BOUNDARY SEE ATTACHED EXHIBIT "A" DRAWING NO. PIA 72-42 REVISED MAY 1, 1973.

| NO. | DATE | BY | REVISION | APPROVED | AIRP APPROVAL |
|---|---|---|---|---|---|

THE PORT OF PORTLAND

PORTLAND, OREGON

PORTLAND INTERNATIONAL AIRPORT

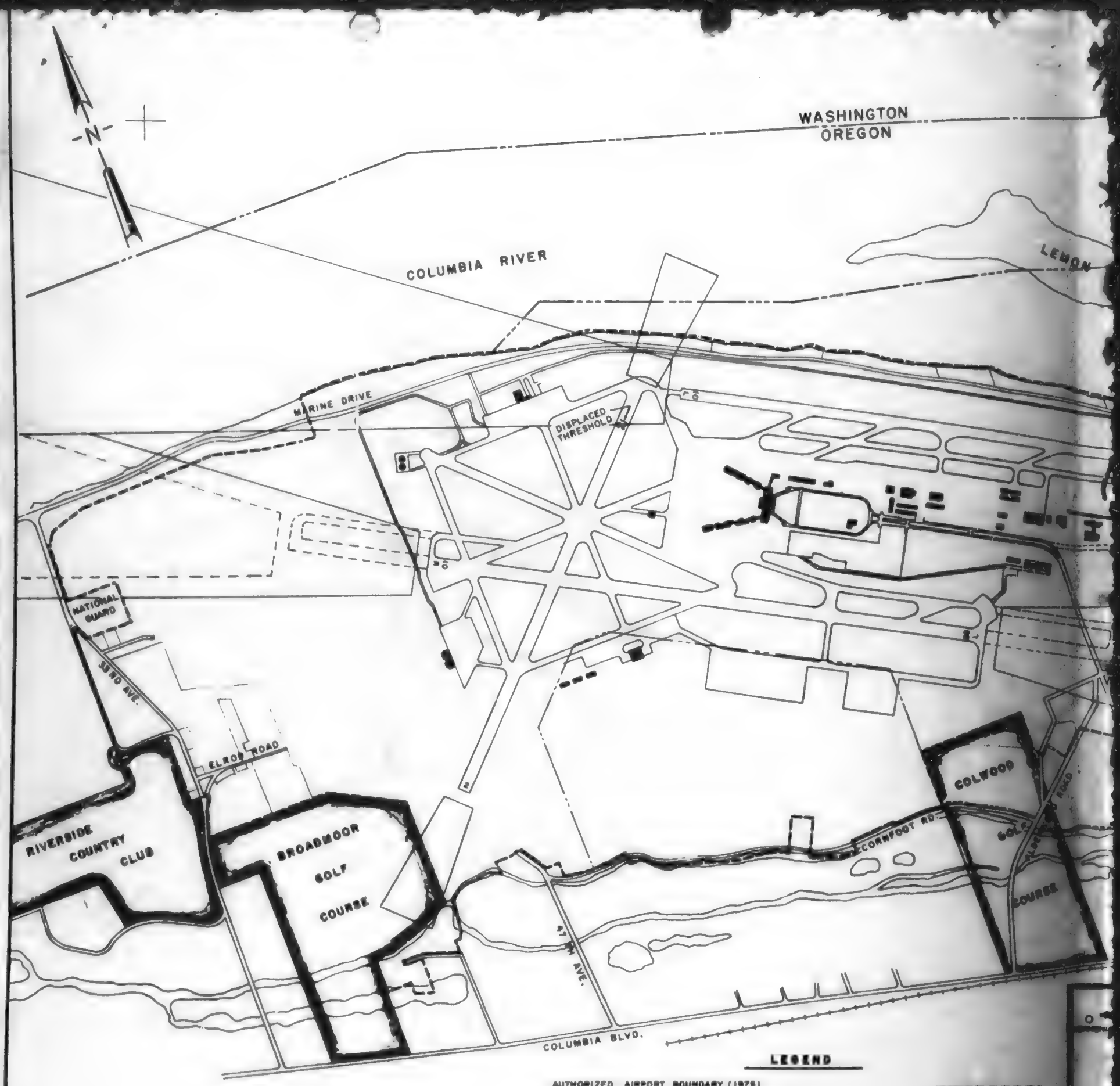
EXISTING AIRPORT LAYOUT PLAN
WITH INTERIM 10R-28L EXTENSION

DESIGNED BY _____ DRAWN BY JW CHECKED BY _____

SUBMITTED BY _____ APPROVED BY _____

RECOMMENDED BY _____

DRAWING NO. PIA 73-31 1/12




**LEGEND**

- AUTHORIZED AIRPORT BOUNDARY (1975).
- AIRPORT PROPERTY LINE, ULTIMATE (1985).
- EXISTING FACILITIES & FEATURES.
- FUTURE FACILITIES
- MILITARY LEASE LINE
- GOLF COURSE BOUNDARIES.

| RUNWAY DATA | | | |
|---|---|---|---|
| | 2-20 | 10L-28R | 10R-28L |
| | EXISTING | EXISTING | EXISTING |
| EFFECTIVE GRADIENT IN % | 0.06 | 0.03 | 0.01 |
| % WIND COVERAGE | 89.5 | 92.4 | 92.4 |
| INSTRUMENT RUNWAY | NO | 10L: NO; 28R: CAT. I | 10R: CAT. I; 28L: NO |
| PAVEMENT STRENGTH IN 1000 LBS. | 300DT | 350DT | 300DT |
| APPROACH SURFACE | 20:1; 34:1 | 50:1 | 50:1 |
| RUNWAY EDGE LIGHTING | MIRL | HIRL | HIRL |
| RUNWAY MARKING | INST | ALL WTHR | ALL WTHR |
| PRECISION APPROACH AIDS | NONE | ALS & ILS | ALS & ILS |
| CENTERLINE & TOUCHDOWN ZONE LIGHTS | NONE | NONE | NONE |

SAND ISLAND

LEMON ISLAND

GOVERNMENT ISLAND

MARINE DRIVE

LOMBARD ST.

SARATOGA ST.

LIBERTY ST.

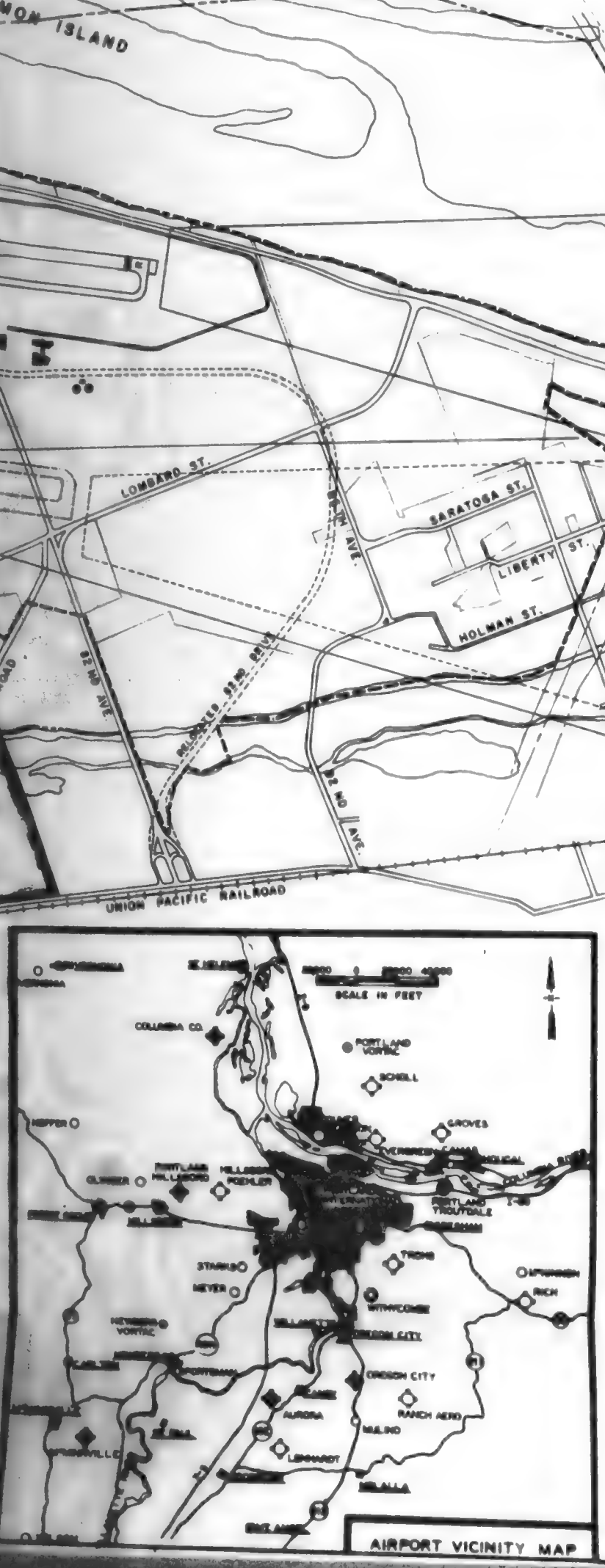
HOLMAN ST.

I-205 R/W

82ND AVE.

COURSE

UNION PACIFIC RAILROAD




NOTES:

1. FOR EXISTING AIRPORT PROPERTY BOUNDARY SEE ATTACHED EXHIBIT "A" DRAWING NO. PIA 72-48 REVISED MAY 1, 1973.

| NO. | DATE | BY | REVISION | APPROVED |
|---|---|---|---|---|

THE PORT OF PORTLAND
PORTLAND, OREGON

PORTLAND INTERNATIONAL AIRPORT

EXISTING AIRPORT LAYOUT PLA
WITH INTERIM IOR-28L EXTENSI

| | | |
|---|---|---|
| DESIGNED BY | DRAWN BY JW | CHECKED BY |
| SUBMITTED BY | | APPROVED BY |
| RECOMMENDED BY | | |
| DATE | SCALE AS SHOWN | DRAWING NO PIA 73 - |

SAND ISLAND

GOVERNMENT ISLAND

MARINE DRIVE

SARATOGA ST.

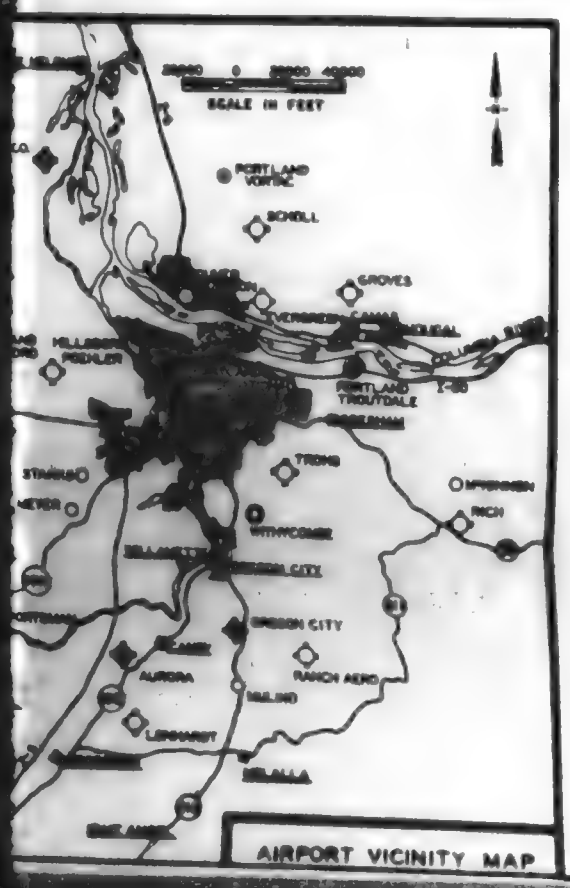
LIBERTY ST.

HOLMAN ST.

82 ND AVE.

72 ND AVE.

RAILROAD




NOTES:

1. FOR EXISTING AIRPORT PROPERTY BOUNDARY SEE ATTACHED EXHIBIT "A" DRAWING NO. PIA 72-42 REVISED MAY 1, 1973.

| NO. | DATE | BY | REVISION | APPROVED | ADDP APPROVAL |
|---|---|---|---|---|---|

# THE PORT OF PORTLAND

PORTLAND, OREGON

PORTLAND INTERNATIONAL AIRPORT

## EXISTING AIRPORT LAYOUT PLAN WITH INTERIM 10R-28L EXTENSION

DESIGNED BY | DRAWN BY JW | CHECKED BY

SUBMITTED BY | APPROVED BY

RECOMMENDED BY

DATE | SCALE AS SHOWN | DRAWING NO PIA 73-31 | 1/12

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

WASHINGTON, D.C. 20591

JUL 25 1973

Mr. George M. Baldwin
Director of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin: George:

Thank you for your letter of July 12, 1973, in which you enclose a copy of a statement by Ed Westerdahl, Executive Director of the Port of Portland, regarding Portland International Airport's (PIA) expansion policy.

The report is of significant interest in that it recommends reduction in expansion of the airport from that which was proposed in the December 1969 layout plan. The report says this is due to the effects which wide-body jets and improved navigation aids will have on the ability of the existing airfield configuration to handle anticipated increases in passenger and cargo traffic.

Although we are not in a position to comment on Mr. Westerdahl's recommendations because of the limited information contained in his statement, we feel that the factors he mentions are vital to the planning of airports, including the updating of existing plans to reflect changes in aviation technology and airport and community development. Therefore, we agree that the existing December 1969 expansion plan for PIA needs a fresh look and that an updating of the plan is in order. Federal assistance for this kind of a project is available through our Planning Grant Program.

I look forward to discussing these matters with you when we meet in my office on August 1.

Sincerely,

CLYDE W. PACE, JR.
Director, Airports Service, AAS-1

RECEIVED
JUL 27 1973
OFFICE OF
DIRECTOR of TRANSPORTATION

8905

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 24, 1973

In reply refer to: 10-35.6

SUBJECT: Oregon Project I-205-7(2)303
Columbia River Bridge

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hart's May 1 memorandum transmitted expansion hinge details for our comment and approval.

The Columbia River Bridge is in a zone which may be subject to earthquakes and the hinge details should be able to accommodate these forces. We are forwarding to Mr. Hart a copy of a booklet entitled "Bridge Details Resulting from Experience Gained from Los Angeles Earthquake," February 9, 1971, which has details for cable hinge restrainers. We understand some of the details in the booklet have been revised and you may wish to contact the State direct.

We approve your submission subject to inclusion of this one item.

G. L. Green

RECEIVED
STATE HWY ENGR
JUL 26 '73
REFER TO
Hunter
FOR
Info | Lmvrs | R/D | Dsn | Const | Mtce

cy Walt Hart.

RECEIVED
JUL 26 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

NOTED
A. E. JOHNSON

aeg

8905

CCN 21-2
E S Hunter
I-205
Col. R. Br.

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

July 17, 1973

NOTED
E. S. HUNTER

TO Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, Oregon 97308

FROM Walter J. Hart
Bridge Engineer

RECEIVED
JUL 18 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT I-205 Columbia River Bridge
Br. No. 9555
Proposed Bridge Extension
Engineering Study Proposal

Attached is a copy of the proposed engineering study for the 4000-foot southerly extension of the I-205 Columbia River Bridge at Portland, Oregon.

Because of the Port of Portland's recent decision to abandon current plans for expansion of the Portland International Airport, an extension of the Columbia River Bridge is required to span the south channel. The original plans were to cross this channel on a fill proposed for the airport expansion.

We have reviewed the various items of the proposed study and find the costs to be reasonable.

Our cost estimate of an in-house preliminary design report is $81,500. Adding a 15% profit allowance for comparison purposes brings the total to $93,500 (See attached sheets), which is $15,000 in excess of the consultant's figure. Our estimate includes a minimal hydraulic study of about $3,000. Thus the consultant's estimate for the preliminary report is a net $12,000 below our in-house estimate and appears reasonable.

A foundation investigation by our people is estimated at $80,500 including a 15% profit allowance (See attached sheet). This is 6% below the consultant's estimate of $84,400, which is considered to be reasonable.

An analysis of the proposed hydraulics study has been made by our Hydraulics Engineer and is attached. It indicates that an in-house hydraulics study is estimated at $20,000 plus 10% miscellaneous charges. To this amount should be added a 15% profit allowance for comparative purposes. The total of $25,200 is very near the amount quoted by the consultant which is, therefore, considered reasonable. The analysis also explains the economics of having Bauer Engineering do the hydraulics portion of the engineering study. This firm was the consultant to the Port of Portland and is familiar with the river at this location.

In summary our analysis indicates that the cost of an in-house study of the bridge extension is as follows:

| | |
|---|---|
| Preliminary Design Report | $ 90,500 |
| Foundation Report | 80,500 |
| Hydraulics Report | 25,200 |
| | $196,200 |

This is $4,000 above the amount estimated by Sverdrup & Parcel and Associates.

The consultant's proposal is considered to be sufficient in extent and reasonable in cost.

Your preliminary approval of this study is requested. The consulting agreement for the study will be forwarded to you for formal approval after it is signed by the consultant and the State.

RWE/ag
Attachs.

cc A. E. Johnson
E. S. Hunter
V. D. Wolfe
L. H. Young
V. E. Skoog

8905

FORM E-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE July 16, 1973

TO R. L. Schroeder
Assistant State Highway Engineer

FROM Gary A. Potter
Project Coordinator

SUBJECT I-205

As a result of the decision of the Portland International Airport to abandon their planned expansion in the Columbia River it will be necessary for this section to reassess the impacts associated with the proposed I-205 crossing.

Accordingly it is our opinion that the following subjects should be examined to the degree that an accurate analysis can be prepared for inclusion in the final environmental study report.

## Data Required

1. Flooding cross current changes on Government Island.
2. Backwater effects on flood plain.
3. Scouring effects: short term/long term.
4. Sedimentation: short term/long term.
5. Navigational effects.
6. Velocities after construction.
7. Bonneville re-regulation effects.
8. Soundings in South Channel (history of recent changes).
9. Foundation investigations.
10. Flow characteristics at all stages as presently exists.
11. Chemical changes.
12. Temperature changes.
13. Pollution factors during construction.
14. Turbidity factors during construction.

The foregoing data collection requirements should be presented in such a manner that the consultant can arrive at conclusions on the effects on the following environmental parameters (or as an alternative that the Environmental Section can easily assess those parameters):

NOTED
R. L. SCHROEDER

RECEIVED
JUL 17 1973
Office of
Assistant State Highway Engineer

## Biotic Effects

1. Microorganisms.
2. Resident fisheries.
3. Migratory fisheries.
4. Aquatic animals.
5. Vegetation.
6. Birdlife(migratory and resident).
7. Temperature changes.

## Social Effects

1. Marine commerce.
2. Pleasure boating.
3. Aesthetic.
4. Land use change.
5. Access.

These are indicative of the depth to which we must search in order to properly assess the environmental impacts of this project.

GAP:abp

Copy to Wael Hadi
7-17-73

8905

FORM S-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE June 28, 1973

TO L. H. Young
Office Engineer

FROM Gary A. Potter
Project Coordinator

SUBJECT Extention of the South Runway of the Portland International Airport
PNRS #7306-2-050

The attached comments have been approved by Mr. Baldwin and are to be transmitted to the State Clearinghouse for the subject project.

GAP:lj
cc: George M. Baldwin w/att
F. B. Klaboe
A. E. Johnson
R. L. Schroeder
A. Olson

We have reviewed your draft environmental impact statement for the extension of the south runway of the Portland International Airport.

We have noted that no comments have been made concerning the relationship of this runway extension to the proposed Interstate Route 205. We have reviewed our plans of this facility in relationship to your proposed extension. Our study indicates there will be no vertical clearance problems with your proposed revised flight path. It may be that inclusion of this statement will forestall future questions.

We thank you for the opportunity to review your draft EIS.

Approved by Schroeder and Baldwin
6-28-73

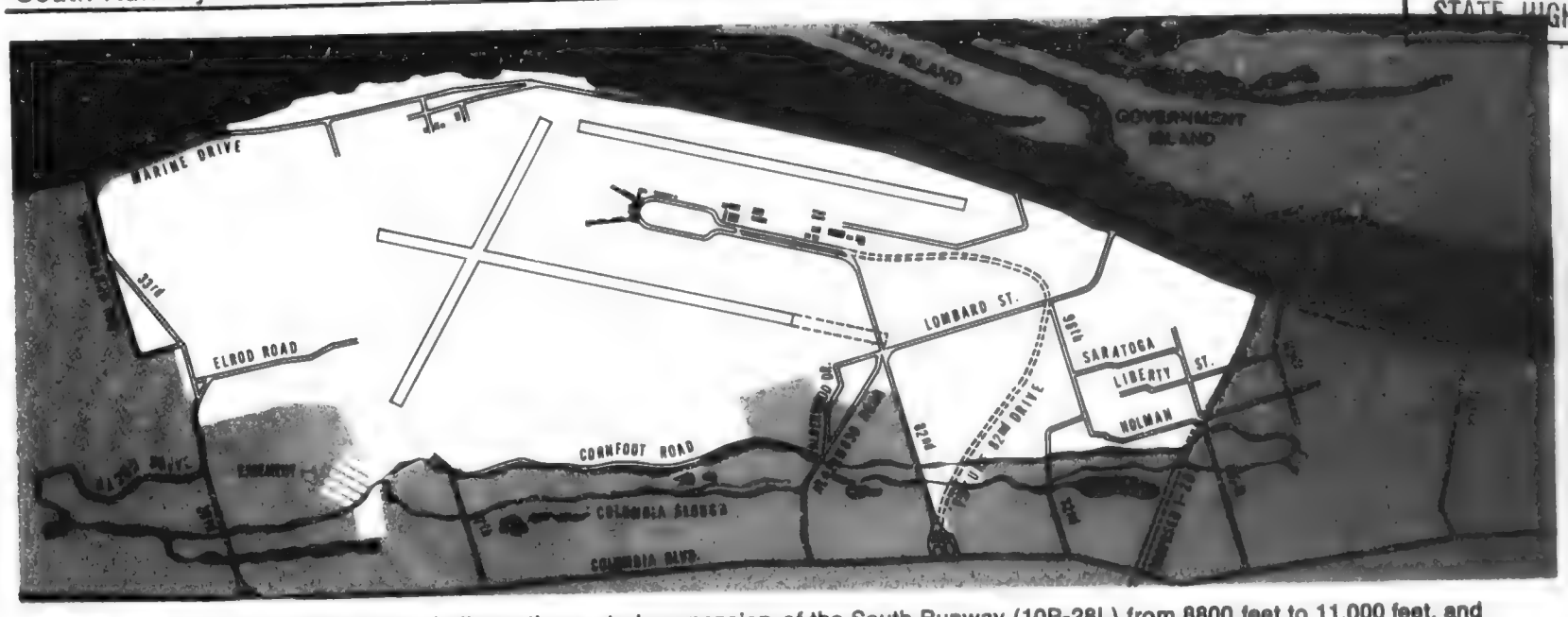
RECEIVED
1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

# Airport Rep

RECEIVED
JUN 21 1973
STATE HIGHWAY COMM

A review of immediate expansion projects at Portland International Airport

South Runway Environmental Impact Report Special Edition




**Dotted lines on the illustration above indicate the easterly expansion of the South Runway (10R-28L) from 8800 feet to 11,000 feet, and the relocation of N.E. 82nd Avenue.**

# South Runway Impact Report Completed: Port Schedules Public Hearing In July

The Port of Portland has announced completion of an Environmental Impact Report on its proposed extension of Portland's International Airport's south runway eastward and has scheduled a series of public meetings for briefings, discussions and hearings on the project.

Port officials stated that the addition of 2,200 feet to the eastern end of the existing south parallel runway (10R-28L) will increase its present length of 8,800 feet to 11,000 feet and provide Portland with the facilities to accommodate those long-haul requirements that PIA cannot presently handle with its 8,000 to 8,800 foot runways.

An open public hearing will be convened on July 10, 1973 at 9:00 a.m. at the Bonneville Power Administration Auditorium, 1002 N. E. Holladay Street, Portland, Oregon to provide interested agencies, groups and persons an opportunity for public consideration of the economic, social and environmental effects of this airport development project and its consistency with the goals and objectives of such urban planning as has been carried out by the community.

Port officials said that interested parties may present written or oral testimony of their views concerning these matters at the scheduled hearing.

In addition, written statements and other exhibits relating to the runway expansion will be incorporated into the transcript of the meeting, provided these statements or exhibits are submitted to Public Hearing Administrator —South Runway Project, Office of the

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**Thursday, June 21, 7:00 p.m.**
Bonneville Power Administration
Auditorium
1002 N. E. Holladay Street

# port Report

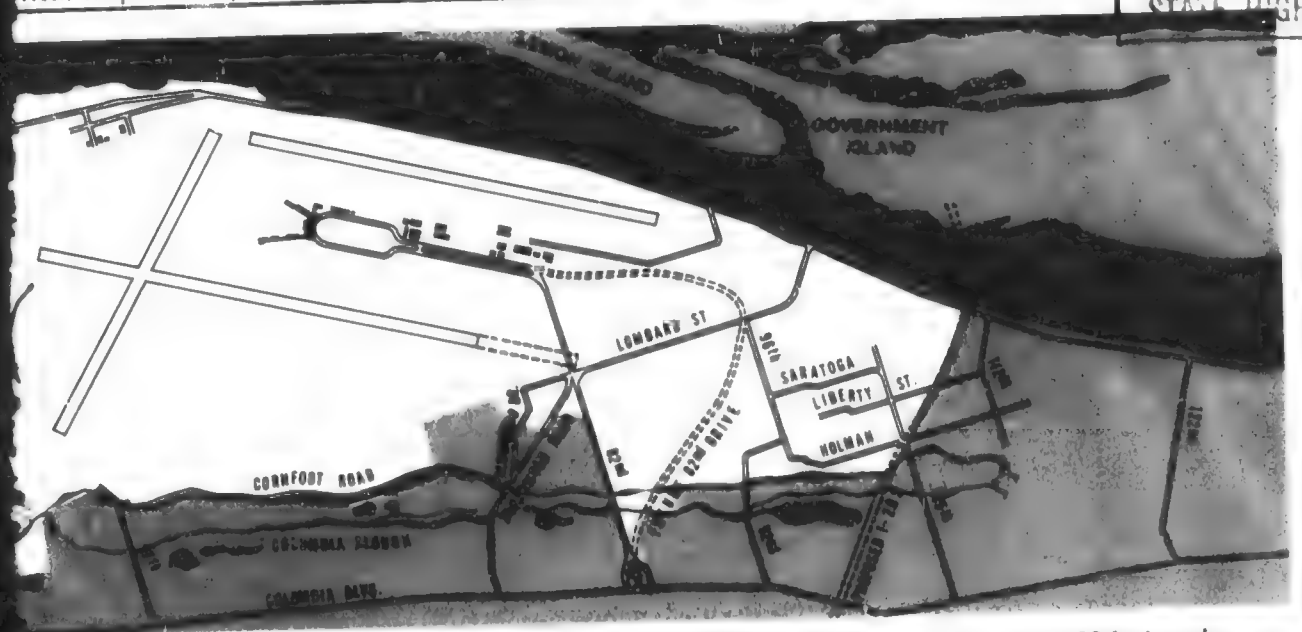
HIGHWAYS

A review of immediate expansion projects at Portland International Airport

RECEIVED
JUN 21 1973
STATE HIGHWAY COMMISSION

ental Impact Report Special Edition

June, 1973

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## Highlights of the Environmental Impact Report Published by The Port of Portland

**DESCRIPTION:**

Reactivation of previously approved south runway extension project under a Federal Aviation Administration Grant Offer.

**PROJECTS:**

1. A 2,200 foot extension to the east end of the existing south runway (10R-28L), resulting in a runway of 11,000 feet in length by 150 feet wide.

2. Extending the existing parallel taxiway to serve the lengthened runway.

3. Installation of necessary supplemental lighting.

4. Relocation of N.E. 82nd Avenue to accommodate runway extension.

**HIGHLIGHTS OF REPORT:**

AREA APPEARANCE:

The general appearance of the area will not be significantly altered.

SOCIAL IMPACT:

The project will not require displacement of any family or individual households and is not expected to have any negative social impact on the area.

WATER:

Negligible impact on surface water (storm runoff). Little if any, effect on ground water quality or water table level.

AIR:

No detectable effect on air quality. Contract provisions will minimize possible air pollution during construction.

WILDLIFE:

Net effect on wildlife will be insignificant, although some slight disturbance to pan fish in Columbia Slough might occur during construction.

NOISE:

Relocation of 82nd Avenue

A review of immediate expansion projects at Portland International Airport

South Runway Environmental Impact Report Special Edition

JUN 21 19
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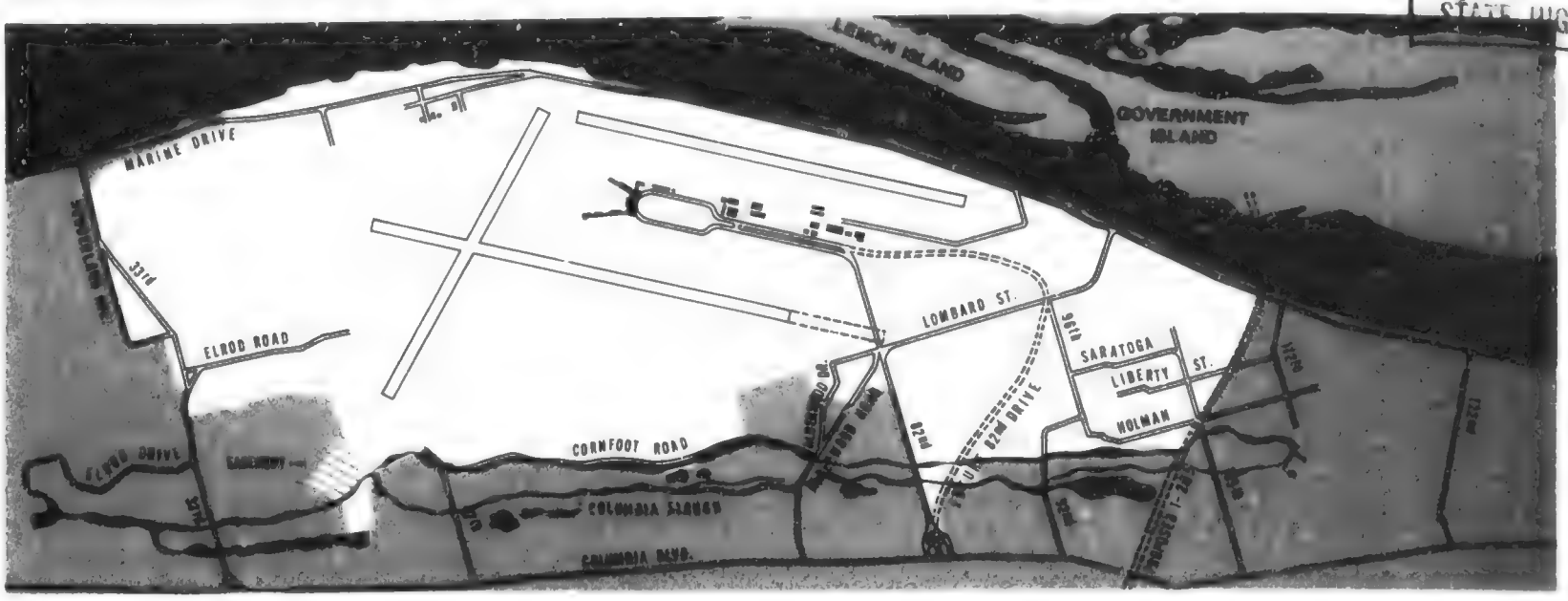


Dotted lines on the illustration above indicate the easterly expansion of the South Runway (10R-28L) from 8800 feet to 11,000 feet, and the relocation of N.E. 82nd Avenue.

# South Runway Impact Report Completed: Port Schedules Public Hearing In July

The Port of Portland has announced completion of an Environmental Impact Report on its proposed extension of Portland's International Airport's south runway eastward and has scheduled a series of public meetings for briefings, discussions and hearings on the project.

Port officials stated that the addition of 2,200 feet to the eastern end of the existing south parallel runway (10R-28L) will increase its present length of 8,800 feet to 11,000 feet and provide Portland with the facilities to accommodate those long-haul requirements that PIA cannot presently handle with its 8,000 to 8,800 foot runways.

An open public hearing will be convened on July 10, 1973 at 9:00 a.m. at the Bonneville Power Administration Auditorium, 1002 N. E. Holladay Street, Portland, Oregon to provide interested agencies, groups and persons an opportunity for public consideration of the economic, social and environmental effects of this airport development project and its consistency with the goals and objectives of such urban planning as has been carried out by the community.

Port officials said that interested parties may present written or oral testimony of their views concerning these matters at the scheduled hearing.

In addition, written statements and other exhibits relating to the runway expansion will be incorporated into the transcript of the meeting, provided these statements or exhibits are submitted to Public Hearing Administrator —South Runway Project, Office of the Director of Aviation, Port of Portland, Box 3529, Portland, Oregon 97208, prior to July 5, 1973. Such written statements or other exhibits may be submitted whether or not an individual participates in the actual hearing.

To guarantee all persons an opportunity to express their views at the hearing, each speaker should limit his oral presentation to five minutes or less. If this time allocation will not provide an adequate opportunity for a fair presentation of views, the speaker is urged to contact the Public Hearing Administrator in advance of the hearing and present his reasons for requiring more time.

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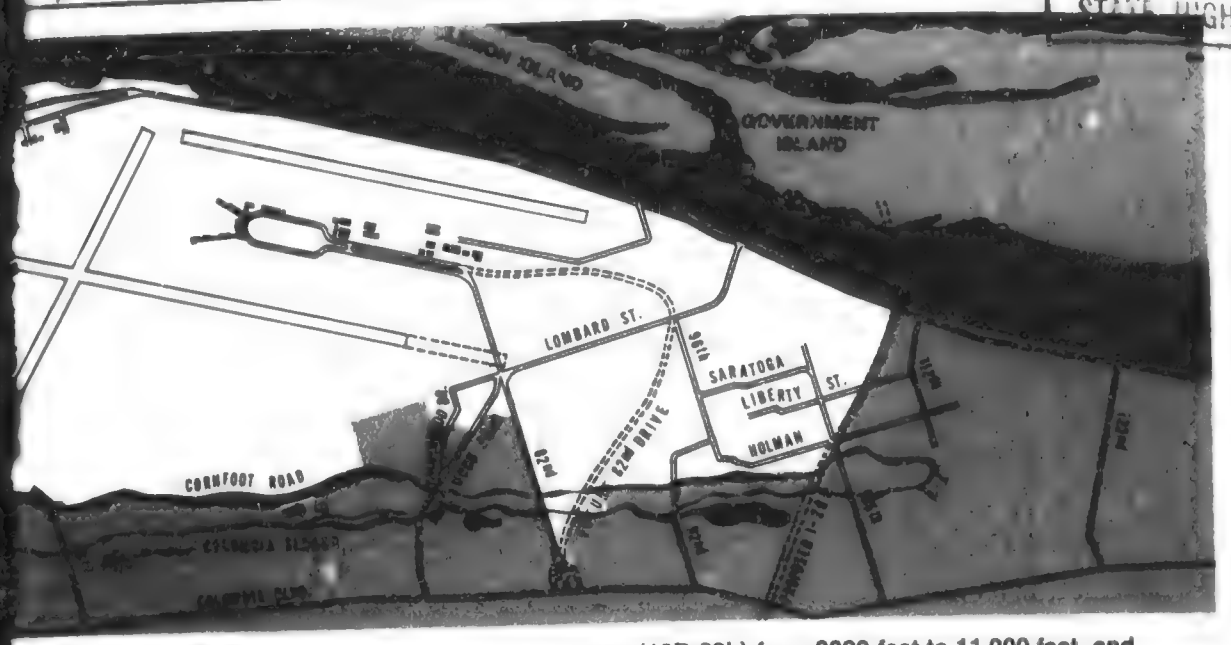
Port officials have indicated that construction would begin as soon as possible. While re-routing 82nd Avenue between Columbia Boulevard and Airport Way would be required for the 2,200-foot runway extension, this relocation would not be needed during early construction stages.

JUN 21 1973
STATE HIGHWAY COMMISSION

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WATER:

Negligible impact on surface water (storm runoff). Little if any, effect on ground water quality or water table level.

AIR:

No detectable effect on air quality. Contract provisions will minimize possible air pollution during construction.

WILDLIFE:

Net effect on wildlife will be insignificant, although some slight disturbance to pan fish in Columbia Slough might occur during construction.

NOISE:

Relocation of 82nd Avenue will reduce traffic noise exposure to existing motels, restaurants, office complexes and business establishments. The total noise effect of the proposed runway extension is felt to be insignificant in the long-range analysis.

COST:

Total project will cost $4.35 million.

Construction on an expanded Portland International Airport Terminal Building is scheduled to begin in September and will be completed in late 1975.

# Airport Construction Unde to Meet Requirements of 1

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**Concourse K:** Expansion will provide additional gate capacity, second-level waiting rooms and jetway boarding facilities. Completion: Spring 1974.

**Motel:** A new Sheraton Motel, located east of United Air Lines cargo building, will provide full service motel, restaurant and convention facilities. Completion: March 1974.

Projects scheduled for start of construction in the near future include:

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**Terminal Loop Road:** Rerouting of the existing road, in conjunction with the terminal ex-

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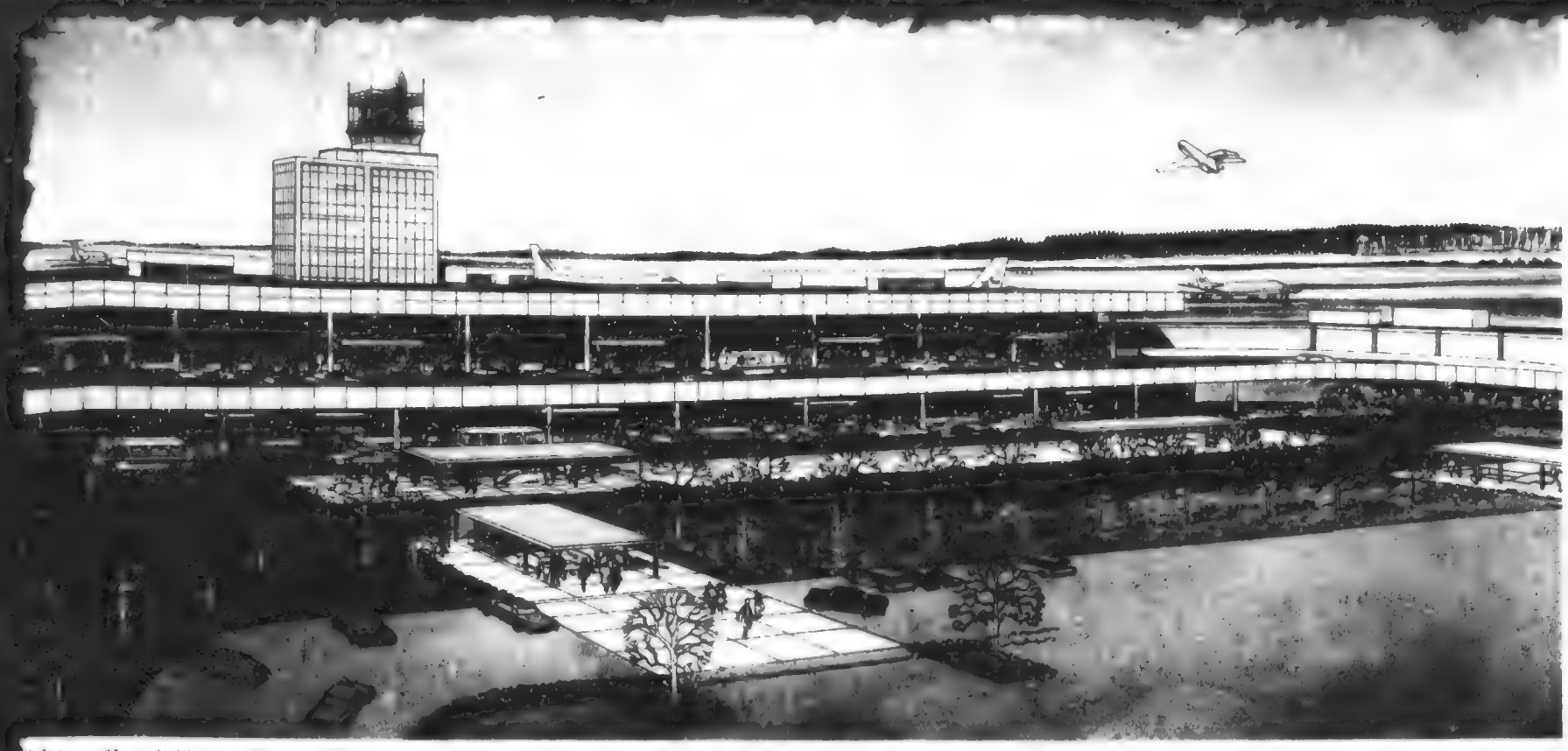

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# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE June 12, 1973

TO Memo to the File

FROM L. H. Young
Office Engineer

SUBJECT Extension of the South Runway
of the Portland International Airport
PNRS #7306-2-050

Received today a request for environmental review for the subject project. It was handed to Mr. Schroeder for further transmittal to Mr. Byard.

Also received was an A-95 review for the same project. The A-95 review will have to await the environmental review so that the two will express a single opinion of the Highway Division.

LHY:dg

cc Don Byard
B. L. Gifford

From Port of Portland Draft EIS: for
of existing south runway.

R/W 10R-28L EXTENSION

ENVIRONMENTAL IMPACT REPORT (Port Expansion Proposal)

LITIGATION

MILITARY ALTERATIONS
1. UPDATE BID AWARD

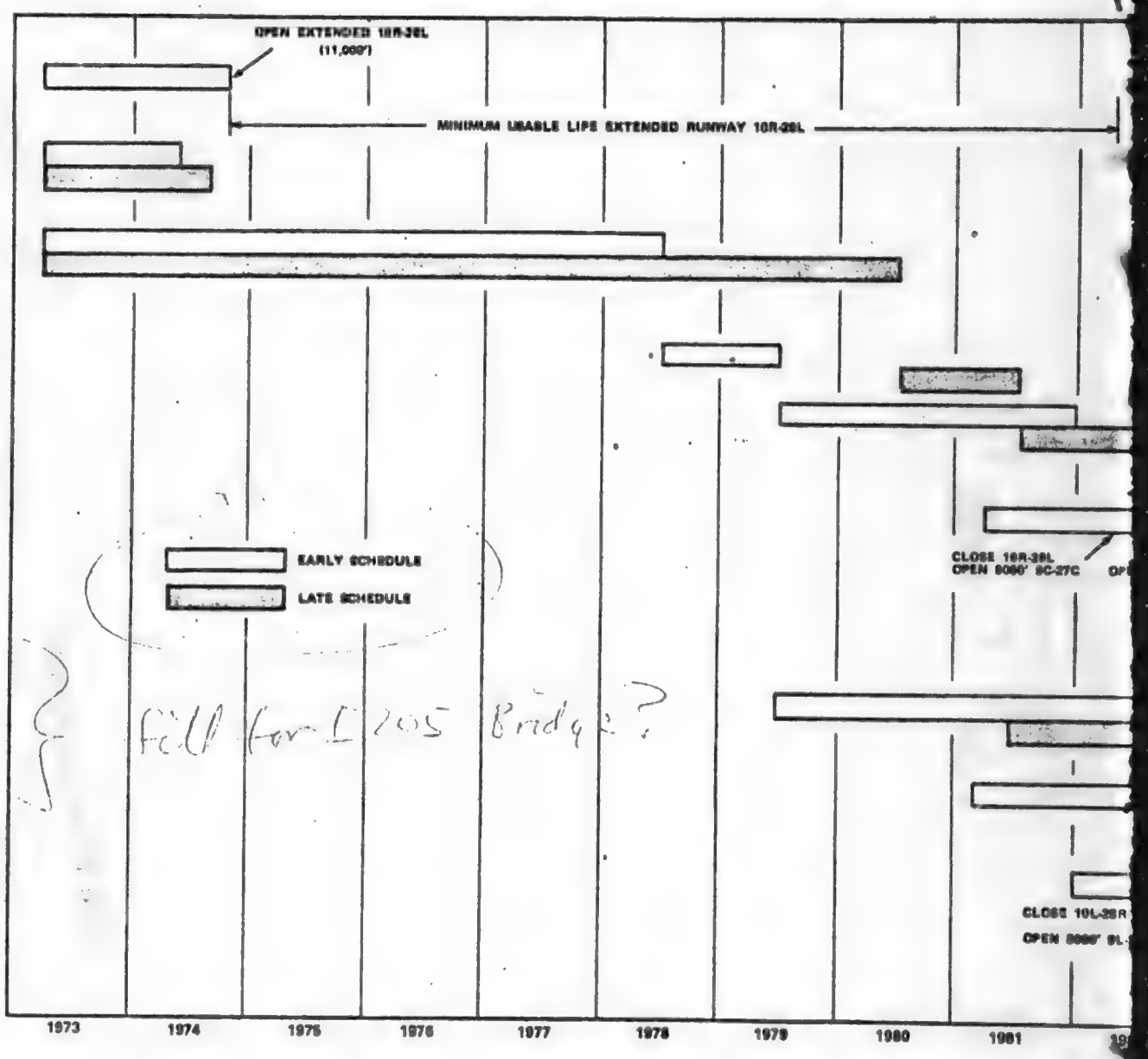
2. CONSTRUCTION

NEW S. R/W CONSTRUCTION (9C-27C)

NEW N. R/W CONSTRUCTION (9L-27R)
1. DREDGING

2. FILL SETTLEMENT (1 YR.)

3. CONST. NO. R/W & R/W 2-20 ALTERATIONS




fill for I 205 Bridge?

6-26-73

8905

of Portland Draft EIS: for extension (2200' easterly)
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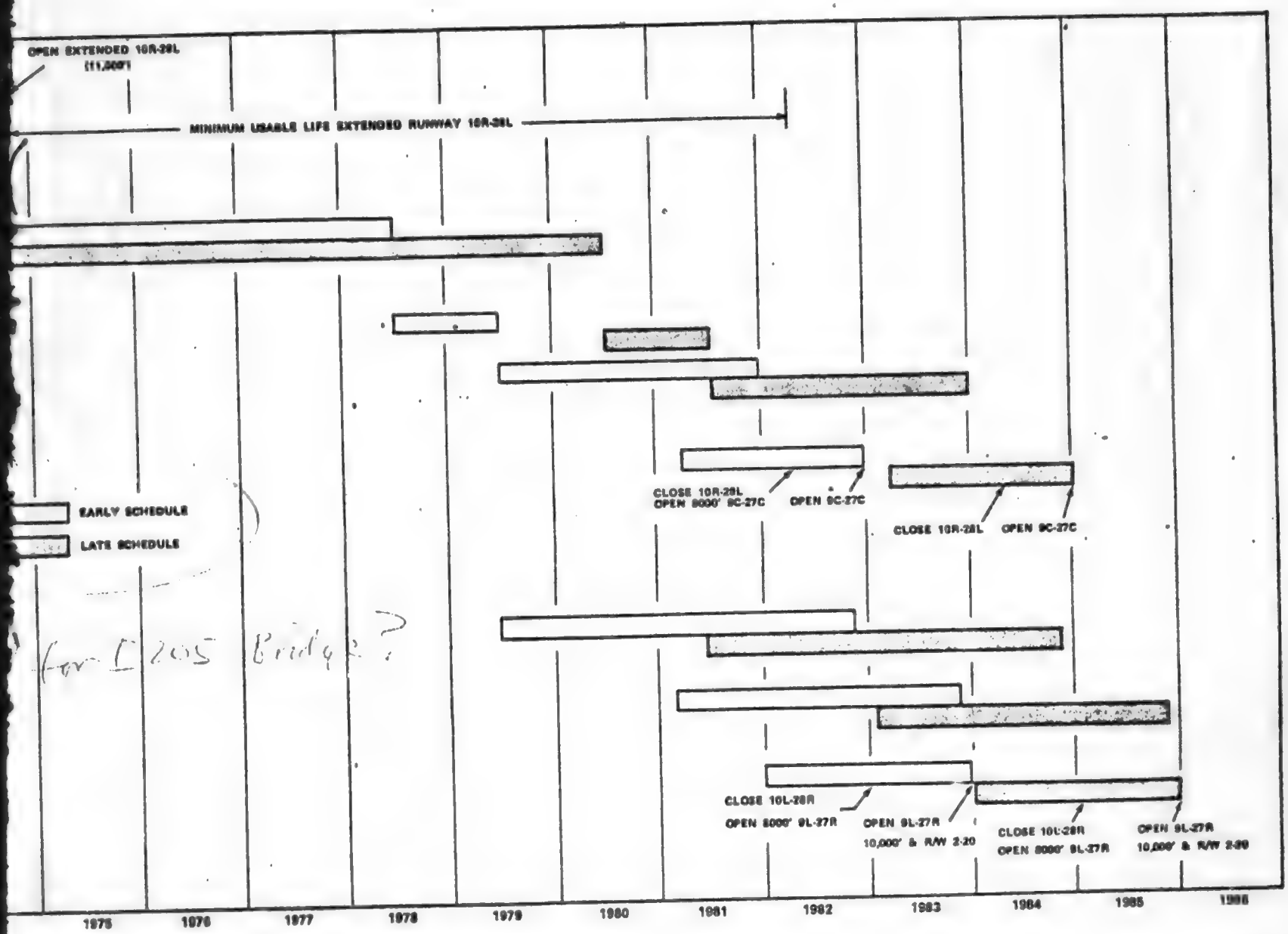


for I 205 Bridge?

FIGURE 4 USABLE LIFE OF PROJECT

8105

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 23, 1973

In reply refer to: 10-35.6

SUBJECT: Oregon Project I-205-7(2)302
Columbia River Bridge
Segmental Prestressed Concrete Computer Program

FROM G. L. Green, Division Engineer

TO Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

Mr. Hart's April 20, 1973 memorandum requested information on computer programs for segmental prestressed concrete. We have made inquiry to our Washington office and Mr. Wilkes offers the following:

"In regard to a computer program for the analysis of prestressed segmental cantilever construction, a program has been developed for the Corpus Christi, Texas project. However, it is my understanding in discussion with Dr. John E. Breen at the University of Texas at Austin that the present program will only handle constant depth section. They are presently in the process of modification to handle variable depth section.

"The Oregon State Highway Division should contact:

Mr. Wayne Henneberger
Texas Highway Department
State Highway Building
Corner 11th and Brazos Streets
Austin, Texas 78701

NOTED
E. S. HUNTER
cc Robert

"Regarding the availability of the program. Any questions relative to the program format may be addressed to either Mr. Henneberger or:

Dr. John E. Breen
Professor of Civil Engineering
University of Texas at Austin
Taylor Hall 212-A
Austin, Texas 78712
(512) 471-7259

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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

"Further the State of California is presently constructing the Pine Valley Creek Bridge, cast-in-place segmental. It may be worthwhile to contact Mr. James McMahon of the Division of Highways, Department of Public Works, Business and Transportation Agency, State of California."

We hope the above information will be of benefit to your verification of this new type of construction. If we can be of further help, please let us know.

G. L. Green

8905

FORM E-20

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 27, 1973

TO R. N. Bothman
Metropolitan Engineer

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Columbia River Bridge
I-205
Br. 9555
River Soundings for Extension

Due to the status of the litigation for the Portland airport fill and its effect upon the subject structure, it appears that we may have to extend the proposed structure across the south channel to a termination on the south bank of the river.

In order that we may have necessary data to make a structure type selection, it is requested that you have soundings made in the south channel in the vicinity of the proposed extension. It is suggested that such soundings extend approximately 500 feet upstream and downstream from the bridge centerline at 100-foot intervals. Soundings at closer spacing may be necessary in the deeper portions of the channel in order that the most appropriate location for a small boat channel may be determined.

The enclosed drawing indicates structure alignment for the proposed extension, and an approximate location of the small boat channel. The small boat channel as shown may be incorrect. The proper location would be either the channel presently used by small craft or the deepest water available.

We are presently working up an agreement with the consultant for a type study for the extension and would like to have the soundings in the near future so that the studies may get under way.

NOTED
E. S. HUNTER

RWE/ag
Encl.
cc E. S. Hunter
L. H. Young
V. E. Skoog
H. A. Schell
J. M. Tindall
L. L. Wallace
M. A. Craft

RECEIVED
APR 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8905

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

# *Memorandum*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 20, 1973

In reply refer to: 10-35-EC

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : S. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)303
Feasibility Study of a Structure Approach
to Main Columbia River Bridge of I-205

We hereby approve your request to proceed with an engineering study, under the subject project, to determine the feasibility of a 4,000-foot approach structure to the main Columbia River Bridge as an alternative to the presently contemplated roadway fill approach.

RECEIVED
STATE HWY ENGR
APR 24 '73
REFER TO
FOR

RECEIVED
APR 24 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

cc Young
Hunt
Skaug

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

April 20, 1973

TO V. V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Feasibility Study of a Structure Approach
to Main Columbia River Bridge of I-205
P.E. Project I-205-7(2)303

We hereby request your approval and authorization to proceed with an engineering study, under P.E. Project I-205-7(2)303, to determine the feasibility of a 4,000-foot approach structure to the main Columbia River Bridge as an alternative to the presently contemplated roadway fill approach.

RNC:dg

cc A. E. Johnson
E. S. Hunter
V. D. Wolfe
F. L. Hall
L. H. Young
W. J. Hart
R. H. Chase

## MEMO OF CALL OR VISIT

TO: Mr. Baldwin

| SECTION | DATE | TIME |
|---|---|---|
| | 4-6-73 | 4 p.m. A.M. P.M. |

NAME, ORGANIZATION OF CALLER

Leonard Lindas
Portland Oregonian

ACTION

☐ TELEPHONED ☒ VISITED OFFICE ☐ RETURNED YOUR CALL

☐ RADIO'D

☐ REQUESTED YOU CALL HIM AT _____ ☐ _____

☐ WILL VISIT OFFICE AGAIN AT _____ A.M. P.M. ON _____

MESSAGE

Brought this down for your information.

He said he had the trial brief which is

169 pages which he is reviewing, but

this contained the Plaintiff's contentions

which he thought you would be interested in.

Florence

SIGNATURE
FORM E-361

Baldwin

Petteruger v Port of Portland

III

PLAINTIFFS' CONTENTIONS

A. Plaintiffs make the following contentions as to facts:

1. Government defendants have taken the following specific identified federal agency actions with respect to the proposed expansion of Portland International Airport into the Columbia River, the Interstate 205 bridge and Interstate 205 highway in the vicinity of the proposed expansion:

a. I-205 Highway - On March 7, 1966, the Federal Highway Administration gave its "corridor approval" for Interstate 205.

b. Airport - On February 14, 1969, Fred S. McKnight, Chief, Air Traffic Branch, SEA-500 Oregon and Washington, Federal Aviation Administration, made a "Determination of Airspace Use" by which he determined "that there is no objection by the Federal Aviation Administration from the standpoint of safe and efficient use of airspace to the construction of two new parallel runways, 9R/27L and 9L/27R, at the Portland International Airport as proposed by the Port of Portland." (Aeronautical Study No. 68-SEA-38-NRF Determination of Airspace Use, dated 14 Feb. 1969).

c. Airport - On April 18, 1969, Fred S. McKnight, Chief, Air Traffic Branch, SEA-500 Oregon and Washington, made a "Determination of No Hazard to Air Navigation" by which he determined that the proposed six lane interstate freeway (I-205) and bridge would not be a hazard to air navigation provided that the bridge is obstruction lighted in accordance with the standards outlined in FAA Advisory Circular No. 70/7460-1.

d. Airport - On May 19, 1969, Undersecretary of the Interior Russell E. Train wrote to Brigadier General F. P. Koisch, Director of Civil Works, Office of the Chief of Engineers, U. S. Depart-

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d. Airport - On May 19, 1969, Undersecretary of the Interior Russell E. Train wrote to Brigadier General F. P. Koisch, Director of Civil Works, Office of the Chief of Engineers, U. S. Department of the Army, stating the position of the Department of the Interior concerning the application of the Port of Portland for a Corps of Engineers permit for works in the Columbia River. This letter is the Interior Department's action with respect to that

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permit.

e. Airport - On July 11, 1969, Secretary of Transportation John Volpe "approved the expansion of Portland International Airport, partially on fill in the Columbia River", announcing his approval in a Department of Transportation News Release (DOT-17169) dated July 11, 1969. According to the Affidavit of Michael Cafferty, Deputy Assistant Secretary of Transportation for Environment and Urban Systems, the Secretary's substantive reasons for granting approval to the airport expansion are set forth in letters sent by him on June 30, 1969, to Representative Julia Butler Hansen, and Senators Warren G. Magnuson and Henry M. Jackson.

f. Airport - On August 5, 1969, Robert E. Jordan III, Special Assistant (Civil Functions) to the Secretary of the Army, on behalf of the Secretary, approved the application of the Port of Portland for a permit to dredge and fill in the Columbia River and transmitted his approval to the Chief of Engineers. This approval was telephoned to the Portland District Engineer by the Office of the Chief of Engineers and the permit was issued to the Port of Portland by the District Engineer that same day.

g. Airport - On 23 December 1969 the Federal Aviation Administration approved the new Airport Layout Plan for Portland International Airport based on the expansion into the river. The approval was conditional, subject to receipt of approval from the Columbia Region Association of Governments (CRAG). Acknowledgment of receipt of the CRAG approval was sent by the FAA on 13 February 1970.

h. I-205 Highway - On February 18, 1970, Secretary Volpe made a section 4(f) determination regarding the Interstate 205 highway crossing over Government Island and adjacent islands by concurring in such a determination sent to him by the Federal Highway Administration in a memo dated January 7, 1970.

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h. I-205 Highway - On February 18, 1970, Secretary Volpe made a section 4(f) determination regarding the Interstate 205 highway crossing over Government Island and adjacent islands by concurring in such a determination sent to him by the Federal Highway Administration in a memo dated January 7, 1970.

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i. I-205 Bridge - On May 15, 1970, Secretary Volpe made a section 4(f) determination regarding the proposed I-205 bridge across the Columbia River by concurring in a memorandum dated 28 April 1970 sent to him by the Commandant of the Coast Guard.

j. I-205 Bridge - On 20 May 1970, the Coast Guard granted a permit for the I-205 bridge across the Columbia River to the Oregon State Highway Department.

k: Airport - On 16 September 1970 Colonel Paul D. Triem, Portland District Engineer, Corps of Engineers "accepted" (i.e., approved) the landscape plans and descriptive narrative submitted by the Port of Portland as fulfilling Special Condition (6) of the permit of August 5, 1969, and, although not requested by the Port, "granted [the Port's] request for a change of plans" from two navigation entrances to Columbia Bay to one.

l. Airport - On 10 December 1970, Colonel Paul D. Triem agreed to extend the time for completion of work under the permit, and certain other extensions per the terms of a stipulation between the parties filed in Court.

This agency action by the Corps of Engineers is not challenged by plaintiffs.

m. Airport - On September 17, 1971, the Federal Aviation Administration approved a revised Airport Layout Plan for Portland International Airport based on the expansion into the river.

n. I-205 Highway and I-205 Bridge - On January 27, 1971, the Federal Highway Administration gave its "design approval" to the Oregon portion of I-205 Highway and the I-205 Bridge.

2. To accomplish the works purportedly authorized by the Corps of Engineers permit of August 5, 1969, the Port of Portland would dredge up and destroy or cover up with fill material and destroy all or major portions of Sand Island, Government Island and Lemon

section 4(f) determination regarding the proposed I-205 bridge across the Columbia River by concurring in a memorandum dated 28 April 1970 sent to him by the Commandant of the Coast Guard.

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2. To accomplish the works purportedly authorized by the Corps of Engineers permit of August 5, 1969, the Port of Portland would dredge up and destroy or cover up with fill material and destroy all or major portions of Sand Island, Government Island and Lemon Island.

3. The proposed airport expansion will cost more than

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$100 million.

4. The proposed airport expansion, together with the Interstate 205 highway and Interstate 205 bridge in the vicinity of the airport, will cost between $100 million and $200 million.

5. The proposed airport expansion is planned to accommodate on a single airport domestic and international commercial air carriers, cargo aircraft, general aviation and military aviation, with surrounding areas for industrial development and a large marina in the proposed Columbia Bay.

6. The proposed airport expansion was proposed in 1967 and 1968 when air travel throughout the United States and at Portland International Airport was increasing.

7. In 1970 there was a decline in air travel in the United States and at Portland International Airport, and subsequent years have been far below the levels forecast in 1968.

8. In 1970 the Port of Portland Commission discussed starting dredging under its Corps of Engineers permit with the expectation of being enjoined by the Court so that The Port would not have to go further with the proposed airport expansion at that time, but would have a reason for an extension of the time limit of the Corps of Engineers permit.

9. All of the challenged federal agency actions were taken by the Secretary of the Army; Chief of Engineers, United States Army; Secretary of the Interior, Secretary of Transportation, or by subordinate officials within their departments acting, or purporting to act, under authority delegated to them by the Secretary of the Department or by independent authority of statute.

10. No environmental impact statement, as provided for in § 102 of the National Environmental Policy Act, has been prepared for the proposed airport expansion of Portland International Airport.

State 205 highway and Interstate 205 bridge in the vicinity of the airport, will cost between $100 million and $200 million.

5. The proposed airport expansion is planned to accommodate on a single airport domestic and international commercial air carriers, cargo aircraft, general aviation and military aviation, with surrounding areas for industrial development and a large marina in the proposed Columbia Bay.

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11. No environmental impact statement, as provided for in § 102 of the National Environmental Policy Act, has been prepared for the proposed Interstate 205 highway.

12. No environmental impact statement, as provided for in § 102 of the National Environmental Policy Act, has been prepared for the proposed Interstate 205 bridge across the Columbia River.

13. The Fort Vancouver National Monument at Vancouver, Washington, is listed on the National Register of Historic Sites maintained under the National Historic Preservation Act of 1966 (16 USC § 470, et seq.).

14. The proposed expansion of Portland International Airport into the Columbia River, the Interstate 205 highway and the Interstate 205 bridge in the vicinity of the airport, taken together or individually, will detrimentally affect the Fort Vancouver National Monument by noise, air pollution, water pollution, erosion, change of visual outlook from the Monument, and in other ways.

15. None of the heads of the federal agencies taking the challenged agency actions took into account (prior to taking their respective actions) the effect of the proposed airport expansion of Interstate 205 highway or Interstate 205 bridge, together or individually, on the Fort Vancouver National Monument.

16. Prior to taking their respective actions, none of the heads of the federal agencies taking the challenged agency actions afforded the Advisory Council on Historic Preservation a reasonable opportunity to comment with regard to the proposed airport expansion, Interstate 205 or I-205 bridge.

17. The area of the Columbia River in the vicinity of the proposed expansion of Portland International Airport, Interstate Highway 205 and I-205 bridge, including the islands, waters and shorelands, is an important part of the outbound and inbound routes

for the proposed Interstate 205 highway.

12. No environmental impact statement, as provided for in § 102 of the National Environmental Policy Act, has been prepared for the proposed Interstate 205 bridge across the Columbia River.

13. The Fort Vancouver National Monument at Vancouver, Washington, is listed on the National Register of Historic Sites maintained under the National Historic Preservation Act of 1966 (16 USC § 470, et seq.).

14. The proposed expansion of Portland International Airport into the Columbia River, the Interstate 205 highway and the Interstate 205 bridge in the vicinity of the airport, taken together or individually, will detrimentally affect the Fort Vancouver National Monument by noise, air pollution, water pollution, erosion, change of visual outlook from the Monument, and in other ways.

15. None of the heads of the federal agencies taking the challenged agency actions took into account (prior to taking their respective actions) the effect of the proposed airport expansion of Interstate 205 highway or Interstate 205 bridge, together or individually, on the Fort Vancouver National Monument.

16. Prior to taking their respective actions, none of the heads of the federal agencies taking the challenged agency actions afforded the Advisory Council on Historic Preservation a reasonable opportunity to comment with regard to the proposed airport expansion, Interstate 205 or I-205 bridge.

17. The area of the Columbia River in the vicinity of the proposed expansion of Portland International Airport, Interstate Highway 205 and I-205 bridge, including the islands, waters and shorelands, is an important part of the outbound and inbound routes

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of the Lewis and Clark expedition and of the Oregon Trail.

18. The Lewis and Clark expedition camped overnight on Government Island.

19. The proposed expansion of Portland International Airport, Interstate 205 highway and I-205 bridge, as permitted by the challenged federal agency actions, would be incompatible with and would substantially interfere with the nature and purposes of a National Scenic Lewis and Clark Trail and/or a National Scenic Oregon Trail, as those are defined in the National Trails System Act of 1968 (16 USC § 1241, et seq.).

20. Prior to the issuance of the permit of August 5, 1969, to the Port of Portland for the proposed works in the Columbia River, the Corps of Engineers was requested on numerous occasions and by many persons to require or perform a physical hydraulic model study of the proposed works in the Columbia River and the effects of those works under varying assumptions and conditions.

21. The permit of August 5, 1969, to the Port of Portland for the proposed works in the Columbia River was issued by the Corps of Engineers without their having been done a physical hydraulic model study of the effects of the proposed works.

22. The reasons why no physical hydraulic model was required or performed by the Corps of Engineers prior to issuance of the challenged permit of August 5, 1969, were that it would take two years or more, and cost more money to perform a physical hydraulic model study, than to rely on the mathematical model study submitted to the Corps by the Port of Portland.

23. No noise exposure forecasts (NEF) or other professional study of the noise impacts of aircraft operations of the types, numbers, patterns, etc., forecast for the expanded Portland International Airport to the year 2000 has been done, or was of record [illegible] to the federal agencies who took the challenged [illegible]

Government Island.

19. The proposed expansion of Portland International Airport, Interstate 205 highway and I-205 bridge, as permitted by the challenged federal agency actions, would be incompatible with and would substantially interfere with the nature and purposes of a National Scenic Lewis and Clark Trail and/or a National Scenic Oregon Trail, as those are defined in the National Trails System Act of 1968 (16 USC § 1241, et seq.).

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23. No noise exposure forecasts (NEF) or other professional study of the noise impacts of aircraft operations of the types, numbers, patterns, etc., forecast for the expanded Portland International Airport to the year 2000 has been done, or was of record and known to the federal agencies who took the challenged agency actions.

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24. In all, four noise studies of Portland International Airport have been made in the years pertinent to this action (plus one now underway). The four studies are:

a. The firm of Bolt, Beranek and Newmann, as consultants to the Port of Portland, prepared noise exposure forecast (NEF) contours, using 1968 aircraft operations data supplied to them by The Port. These NEF contours were submitted to The Port privately and kept secret by The Port until found by plaintiffs in discovery proceedings for this trial.

b. Bolt, Beranek and Newmann, as consultants to The Port, prepared a "Comparison of takeoff and landing noise levels for existing and proposed runways at Portland International Airport". This was done by the "PNdB" method. This was submitted by The Port to the Corps and was the primary noise impact evidence relied on by the Corps in issuing the permit of August 5, 1969.

c. Robin M. Towne & Associates prepared a "CNR" study forecasting noise effects to 1975 north of the proposed expanded airport only, i.e., in Washington. This was submitted to the Corps by the City of Vancouver.

d. Bolt, Beranek and Newmann did an NEF forecast study for the FAA, preparing NEF contours for the years 1967, 1970 and 1975 for 28 airports, including PIA. This study was kept from the public by the FAA and never made available to the Corps or used even in the Department of Transportations' review of the proposed airport expansion.

25. That the only noise studies of Portland International Airport in the record of or considered by federal agencies taking the challenged actions were the above described Bolt, Beranek and Newmann "Comparison of takeoff and landing noise levels for existing and proposed runways at Portland International Airport" done

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c. Robin M. Towne & Associates prepared a "CNR" study forecasting noise effects to 1975 north of the proposed expanded airport only, i.e., in Washington. This was submitted to the Corps by the City of Vancouver.

d. Bolt, Beranek and Newmann did an NEF forecast study for the FAA, preparing NEF contours for the years 1967, 1970 and 1975 for 28 airports, including PIA. This study was kept from the public by the FAA and never made available to the Corps or used even in the Department of Transportations' review of the proposed airport expansion.

25. That the only noise studies of Portland International Airport in the record of or considered by federal agencies taking the challenged actions were the above described Bolt, Beranek and Newmann "Comparison of takeoff and landing noise levels for existing and proposed runways at Portland International Airport" done

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by "PNdB" method and the study by Robin M. Towne & Associates, done for the area north of the proposed expanded airport (i.e., Washington) by the CNR method.

26. That during the period 1968 to present NEF- and CNR-type studies have been the best available and professionally and governmentally accepted methods for evaluation of noise impact on surrounding communities from aircraft operations of airports.

27. In late 1971, or early 1972, the Port of Portland again retained Bolt, Beranek & Newmann to do noise studies; this time NEF forecasts for the years 1980 or 1985 at Portland International Airport, and for a proposed alternate site at St. Paul in the Willamette Valley, and with alternate configurations at each, these NEF forecast studies to be part of environmental studies to be prepared by the Port of Portland to meet federal requirements under the National Environmental Policy Act, and other acts.

28. The four noise studies of Portland International Airport done heretofore minimize or understate the extent of noise impact from the proposed airport expansion because the impact will be greater in extent of area covered and in intensity in the years beyond the actual or forecast dates of those studies.

29. NEF contour lines are not correctly read as sharp lines of delineation between noise impact zones, but on estimated positions of the center of wide bands extending plus or minus 5 NEF on each side. The error tolerance of NEF contours is plus or minus 5 NEF.

30. Application of the NEF contours for 1975 prepared by Bolt, Beranek and Newmann for the FAA in its 23 airport study to an appropriate scale map of the Portland/Vancouver area shows that

a. the expected increased noise impact for 1975 along the Washington shore is significant in the East Vancouver residential areas and the improvement in the Vancouver industrial and central business district is minor;

Washington) by the CNR method.

26. That during the period 1968 to present NEF- and CNR-type studies have been the best available and professionally and governmentally accepted methods for evaluation of noise impact on surrounding communities from aircraft operations of airports.

27. In late 1971, or early 1972, the Port of Portland again retained Bolt, Beranek & Newmann to do noise studies; this time NEF forecasts for the years 1980 or 1985 at Portland International Airport, and for a proposed alternate site at St. Paul in the Willamette Valley, and with alternate configurations at each, these NEF forecast studies to be part of environmental studies to be prepared by the Port of Portland to meet federal requirements under the National Environmental Policy Act, and other acts.

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a. the expected increased noise impact for 1975 along the Washington shore is significant in the East Vancouver residential areas and the improvement in the Vancouver industrial and central business district is minor;

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b. that the Parkrose portion of Portland is outside the 30 NEF contour line on all alternate airport configurations studied by the Port of Portland, FAA or Corps of Engineers prior to the federal agency actions taken, and, consequently, there is no improvement in noise impact to the Parkrose area resulting from The Port's proposed airport expansion into the river and rotation of runways;

c. in Oregon large new zones of residential and publicly-owned park and recreational areas will be adversely impacted by noise from the proposed expanded airport, notably in Troutdale, Oregon, and Multonomah County's Blue Lake Park and Delta Park;

d. there are publicly-owned parks, recreation areas, wildlife and historic areas in Washington that lie wholly or partially within or adjacent to the 30 NEF contour line from the proposed airport expansion, which areas would be seriously noise impacted by the proposed expansion, including Fort Vancouver National Monument, the City of Vancouver boat ramp leased from the waterfront portion of the National Monument, Vancouver City Marine Park, Clark County's Wintler Park, the Washington State Fish Hatchery at Biddle Lake and some Clark County road terminations with beach access such as Ellsworth Road.

31. At the time of the issuance of the Corps of Engineers permit of August 5, 1969, to the Port of Portland the only information of record and known to the Corps of Engineers about landscape plans for the proposed airport expansion were the colored drawings and representations made to it by the Port of Portland, and no specific landscape plans prepared to scale were available to it as a basis for its decision to grant the permit.

32. In issuing the permit of August 5, 1969, to the Port of

30 NEF contour line on all alternate airport configurations studied by the Port of Portland, FAA or Corps of Engineers prior to the federal agency actions taken, and, consequently, there is no improvement in noise impact to the Parkrose area resulting from The Port's proposed airport expansion into the river and rotation of runways;

c. in Oregon large new zones of residential and publicly-owned park and recreational areas will be adversely impacted by noise from the proposed expanded airport, notably in Troutdale, Oregon, and Multonomah County's Blue Lake Park and Delta Park;

d. there are publicly-owned parks, recreation areas, wildlife and historic areas in Washington that lie wholly or partially within or adjacent to the 30 NEF contour line from the proposed airport expansion, which areas would be seriously noise impacted by the proposed expansion, including Fort Vancouver National Monument, the City of Vancouver boat ramp leased from the waterfront portion of the National Monument, Vancouver City Marine Park, Clark County's Wintler Park, the Washington State Fish Hatchery at Biddle Lake and some Clark County road terminations with beach access such as Ellsworth Road.

31. At the time of the issuance of the Corps of Engineers permit of August 5, 1969, to the Port of Portland the only information of record and known to the Corps of Engineers about landscape plans for the proposed airport expansion were the colored drawings and representations made to it by the Port of Portland, and no specific landscape plans prepared to scale were available to it as a basis for its decision to grant the permit.

32. In issuing the permit of August 5, 1969, to the Port of Portland the Corps of Engineers relied upon representation of The

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Port that there would be sloping sandy beaches at the sides of the proposed filled area, above which would be slopes covered by vegetation, and landscaping would include tall and verdant trees, with existing tall trees on areas of the islands not dredged up or covered to be preserved.

33. After the approval of the permit issued August 5, 1969, the Port of Portland retained Robert Perron & Associates as landscape architect-culsultants and later submitted to the Portland District Engineer landscape plans prepared by Perron & Associates for the Port of Portland pertaining to the proposed works in the river.

34. The landscape plans submitted to the Corps are not done to any base map which permits verification of distances and sizes, but they appear to include a park area extending about 600' furthere into the Columbia River than the Corps permit drawings called for, tne depict a Columbia Bay with only one navigational opening, and with contours changed from those shown in the Corps permit drawings.

35. The landscape architect plans submitted by The Port to the Corps of Engineers did not include any cross section views or topographic lines which would permit an evaluation of the height of trees, viewing tower or other aspects of the landscape design.

36. On 16 September 1970 the Portland District Engineer approved the landscape plans submitted and purported to grant a modification of the permit to conform to the one navigation entrance for Columbia Bay shown on the landscape plans.

37. The Federal Aviation Agency had not approved the proposed airport landscape plan approved by the Corps of Engineers.

38. The Port of Portland has not committed itself to carry out the landscape plan submitted to the Corps of Engineers.

39. The Port of Portland has not committed itself to

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37. The Federal Aviation Agency had not approved the proposed airport landscape plan approved by the Corps of Engineers.

38. The Port of Portland has not committed itself to carry out the landscape plan submitted to the Corps of Engineers.

39. The Port of Portland has not committed itself to provide the marina facilities or other recreation facilities associated

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with Columbia Bay Marina or the parks designated in the landscape plan.

40. After receipt of the permit of August 5, 1969, the Port of Portland retained Dames & Moore as soils consultants. Dames & Moore have made a study and report recommending that there be slope protection from elevation -5 to at least 2 feet above anticipated high water along the banks of the fill. Riprap is recommended, but due to its high cost, a 15" thick gravel blanket with maximum size of ten inches is recommended as an acceptable substitute.

41. The Oregon State Land Board granted a dredge permit to the Port of Portland on September 24, 1969, one of the terms of which requires slope protection of all fills with non-erodable material.

42. In order to comply with the recommendations of its soils consultant and the requirements of the Oregon State Land Board, it will not be possible to have sloping sandy beaches at the water edges of the proposed works in the river.

43. Federal Aviation Agency regulations regarding obstruction in the vicinity of airports consider any object an obstruction if it exceeds the height of the runway and is located within an area 500 feet laterally from the runway or would penetrate a gradually rising slope thereafter. The height of the north runway of the proposed expanded airport would be 41 feet. The proposed Marine Drive would have an average level of 25 feet, and would be within 500 feet laterally from the runway. Consequently, trees would be limited to an average height of 16 feet along the proposed Marine Drive. Because of these limitations, there would not be the tall and verdant trees on which the Corps of Engineers relied in granting its permit; nor could existing trees on other portions of the islands be preserved.

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44. Marine Drive, Columbia Bay Marina and the park and recreation areas of the proposed landscape plan would be within high intensity noise impact areas from aircraft operations and would be subject to air pollution and water pollution effects as well.

45. No study of the air pollution effects of the proposed airport expansion, I-205 highway and bridge were done, made available to or known to the Corps of Engineers or any of the other federal agencies prior to their taking the challenged agency actions.

46. No studies of the seismic characteristics and hazards of the area of the proposed airport expansion, I-205 highway and I-205 bridge were made known to or considered by the Corps of Engineers or other federal agencies prior to their taking the challenged federal agency actions.

47. After receipt of the Corps of Engineers permit of August 5, 1969, Dames & Moore, soils consultants to the Port of Portland, have, after study, warned The Port of the potential dangers of earthquake to the works in the river and have recommended further study of these problems. Specifically, Dames and Moore reported that the area of the proposed airport expansion, highway and bridge is one of significant seismic activity and there is danger that an earthquake might cause liquefaction of the soils and materials of the fill and cause settlements in the Marine Drive area and under the airport runway. Earthquakes of greater magnitude would cause major slope failure in the works in the river.

48. Architects retained by the Oregon State Highway Commission for design of the I-205 bridge have reported to the State Highway Commission in 1971 that the project area is within an earthquake zone.

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46. No studies of the seismic characteristics and hazards of the area of the proposed airport expansion, I-205 highway and I-205 bridge were made known to or considered by the Corps of Engineers or other federal agencies prior to their taking the challenged federal agency actions.

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48. Architects retained by the Oregon State Highway Commission for design of the I-205 bridge have reported to the State Highway Commission in 1971 that the project area is within an earthquake zone.

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49. No studies of the water pollution effects, fish and wildlife effects, or effects on ecology of the proposed airport expansion, highway and bridge have been done, made known to or considered by the Corps of Engineers or the other federal agencies prior to their taking the challenged agency actions.

50. The permit drawings of the permit of August 5, 1969, from the Corps of Engineer to the Port of Portland do not designate the area to be dredged as required by the Corps of Engineers regulations then applicable to such permits.

51. No public notice was given nor hearings held by the Corps of Engineers prior to the action of the Portland District Engineer granting or approving a modification of the permit of August 5, 1969, to conform to the one navigation entrance plan shown on the landscape plan submitted by the Port of Portland. No drawings were supplied for such modification as required by Corps of Engineers regulations then in effect.

52. On June 12, 1969, Acting Secretary of the Interior Russell E. Train wrote to Secretary of Transportation Volpe requesting consultation with him in, and consideration of the Portland Airport expansion project in, the cabinet Council on Environmental Quality. The Secretaries of Transportation, Interior, Housing and Urban Development, and Agriculture were all members of that cabinet council.

53. Prior to Undersecretary of Interior Train's letter of May 19, 1969, the Department of the Interior had not prepared or developed comprehensive programs for eliminating or reducing the pollution of the Columbia River and tributaries thereof and improving the sanitary condition of surface and underground waters in the area of the Columbia River, nor did the Department of the Interior consult any such comprehensive programs or consider them or comment upon them to the Corps of Engineers in connection with

expansion, Highway and bridge have been done, made known to or considered by the Corps of Engineers or the other federal agencies prior to their taking the challenged agency actions.

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54. The Department of the Interior did not conduct any studies of, consider or comment upon the possible water pollution effects of the small boats and other activities at the proposed Columbia Bay Marina in connection with the issuance of the dredge and fill permit by the Corps of Engineers to the Port of Portland for the proposed airport expansion, I-205 highway and I-205 bridge.

55. The Department of the Interior did not do any surveys or investigations through the Fish and Wildlife Service for the purpose of determining the possible damage to wildlife resources and means and measures that should be adopted to prevent the loss or damage to such wildlife resources and provide for the development and improvement of such resources in connection with the proposed airport expansion.

56. The Secretary of the Interior did not report or recommend to the Corps of Engineers or any other federal agency any position or course of action based upon such a survey or investigation described above, nor was any such survey or investigation made an integral part of any report by the Department of Interior to the Corps of Engineers or any other federal agency in connection with the proposed dredge and fill project, I-205 highway and I-205 bridge.

57. The Department of the Interior either has not conducted any studies and investigations to facilitate conservation of the fish resources of the Columbia River and its tributaries or it did not consider, comment on or make known any such studies or investigations in connection with the consideration of the proposed airport expansion, I-205 highway and I-205 bridge by the Corps of Engineers or Department of Transportation.

58. The Government Island Game Management Area, which comprises part or all of Lemon Island, Government Island and McGuire Island in the Columbia River in the vicinity of Portland Interna-

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55. The Department of the Interior did not do any surveys or investigations through the Fish and Wildlife Service for the purpose of determining the possible damage to wildlife resources and means and measures that should be adopted to prevent the loss or damage to such wildlife resources and provide for the development and improvement of such resources in connection with the proposed airport expansion.

56. The Secretary of the Interior did not report or recommend to the Corps of Engineers or any other federal agency any position or course of action based upon such a survey or investigation described above, nor was any such survey or investigation made an integral part of any report by the Department of Interior to the Corps of Engineers or any other federal agency in connection with the proposed dredge and fill project, I-205 highway and I-205 bridge.

57. The Department of the Interior either has not conducted any studies and investigations to facilitate conservation of the fish resources of the Columbia River and its tributaries or it did not consider, comment on or make known any such studies or investigations in connection with the consideration of the proposed airport expansion, I-205 highway and I-205 bridge by the Corps of Engineers or Department of Transportation.

58. The Government Island Game Management Area, which comprises part or all of Lemon Island, Government Island and McGuire Island in the Columbia River in the vicinity of Portland International Airport, was acquired by the State of Oregon with federal

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assistance under the Wildlife Restoration Act, also known as the Pitmann-Robertson Act, 16 USC § 661 et seq.

59. After the issuance of the permit of August 5, 1969, by the Corps of Engineers to the Port of Portland, the Oregon State Game Commission sold the lands comprising the Government Island Game Management area to the Port of Portland for $900,000, except for 1.79 acres owned by the Bureau of Land Management of the Department of the Interior.

60. Prior to the abovesaid sale, there was no finding by the State of Oregon agreed to by the Secretary of the Interior that the property of Government Island Game Management area was no longer useful for the wildlife refuge and management purposes for which it was acquired and that it was not practical to convert the property to other fish and wildlife restoration, development or management purposes.

61. The Government Island Game Management area was at all times between its acquisition by the Oregon Game Commission and its sale to the Port of Portland useful for wildlife refuge and management purposes and for other public recreation purposes, and has remained useful for these purposes continuously to date.

62. The Port of Portland and the Oregon State Game Commission have, subsequent to the sale to the Port of Portland, entered into an agreement providing for the continued use of the Government Island Game Management area for a wildlife refuge and for public recreation purposes.

63. As a condition in the Corps of Engineers permit of August 5, 1969, the Department of the Interior requested and the Corps of Engineers included a provision that lands must be provided in exchange for the Government Island Game Management area

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62. The Port of Portland and the Oregon State Game Commission have, subsequent to the sale to the Port of Portland, entered into an agreement providing for the continued use of the Government Island Game Management area for a wildlife refuge and for public recreation purposes.

63. As a condition in the Corps of Engineers permit of August 5, 1969, the Department of the Interior requested and the Corps of Engineers included a provision that lands must be provided in exchange for the Government Island Game Management area satisfactory to the State of Oregon as evidenced by a letter from the State Game Commission, without requiring agreement or approval by the Secretary of the Interior.

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64. The Government Island Game Management area is in fact not replaceable.

65. At the time of the issuance of the Corps of Engineers permit of August 5, 1969, it was the understanding and intent of the Oregon State Game Commission, Department of the Interior and Corps of Engineers that the Government Island Game Management area would be replaced by other lands of nearest possible equivalent wildlife value in the same area of the Columbia River, on the same flyway for migratory birds. Lands on Deer Island in the Columbia River were the specified preferred equivalent. After they were not acquired, land on Sauvies Island were favored as the next nearest equivalent.

66. Very little land in the Columbia River area in the same flyway has been or will be acquired by the State Game Commission of Oregon from the $900,000 for which Government Island Game Management area was sold. Most of the monie expended to date have been spent completely outside of the area, including acquisitions more than 200 miles away in other parts of Oregon for other types of wildlife management.

67. The Department of the Interior did not consider, comment upon or communicate to the Corps of Engineers or Department of Transportation with respect to the effects of the proposed airport expansion, I-205 highway and bridge on the estuarine area and estuarine zone of the Columbia River. The Department of Interior has done studies of estuarine areas of the United States with a view to establishment of a national system of protected estuarine areas.

68. The proposed airport expansion, I-205 highway and I-205 bridge will have detrimental effects on the scenery, natural and historic objects of the Fort Vancouver National Monument and will impair the enjoyment of the same by present citizens and future

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69. The Department of the Interior and the National Park Service did not inform themselves as to the environmental impacts of the proposed airport expansion, I-205 bridge and I-205 highway on the Fort Vancouver National Monument. Despite knowledge of probable adverse noise and other environmental problems, the superintendent of the Fort Vancouver National Monument and the Assistant Regional Director for the Park Service decided to do nothing and not to participate in the consideration of the proposed airport expansion and works in the river by the Corps of Engineers.

70. In its consideration of the proposed airport expansion, I-205 highway and I-205 bridge prior to the issuance of the Corps of Engineers permit on August 5, 1969, the Department of the Interior did not refer to, or consider the Nationwide Comprehensive Outdoor Recreation Plan, nor the statewide comprehensive recreation plans of the States of Washington and Oregon, nor did it comment upon them or communicate about them to the Corps of Engineers, or to the Department of Transportation.

71. The Columbia River in the area of the proposed airport expansion, Government Island, Sand Island, Lemon Island and McGuire Island, and the shorelands of the Columbia River in that vicinity are areas of outstanding outdoor recreation value meeting high priority needs identified in the Statewide Outdoor Recreation Plans of the States of Washington and Oregon, and in the Nationwide Comprehensive Outdoor Recreation Plan.

72. The Department of the Interior through its Bureau of Outdoor Recreation conducted a two-year study of the recreational, scenic, natural and historic values of the islands of the United States, during the same period that the proposed airport expansion, highway and bridge were under consideration by the Corps of Engineers and Department of the Interior. The report of that islands study inventoried and identified Government Island and its

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conservation and outdoor recreation purposes. The Department of the Interior never considered, commented upon nor reported this aspect of the value of Government Island and the other islands of its area to the Corps of Engineers or the Department of Transportation during consideration of the proposed airport expansion, highway and bridge and prior to the taking of the challenged agency actions.

73. Neither the Department of the Interior nor the Corps of Engineers, nor the Department of Transportation, ever considered or commented upon or discussed the historic, scenic, recreational and fish and wildlife values of the area of the Columbia River and islands affected by the proposed airport expansion, highway and bridge, nor the possibility of their protection by designation as a recreational river area.

74. No air pollution or water pollution studies were made by or considered by the Federal Aviation Administration in connection with its "safe and efficient use of airspace" determination concerning the proposed Portland Airport expansion.

75. The Federal Aviation Administration did not consider, study or comment upon the possibilities of changes of landing fees, air travel prices, consolidation of flight schedules or other non-physical changes which might increase the efficiency of use of Portland International Airport facilities, before making its "safe and efficient use of airspace" determination.

76. There were no valid or relevant noise studies of the effects of the proposed expansion of Portland International Airport before the FAA, when it made its "safe and efficient use of airspace" determination regarding the proposed expansion of Portland International Airport. In making that determination, the only noise studies of record and considered by it regarding Portland International Airport were the Bolt, Beranek and Newman FAA study and the Robin M. Towne & Associates CNR study already described

aspect of the value of Government Island and the other islands of its area to the Corps of Engineers or the Department of Transportation during consideration of the proposed airport expansion, highway and bridge and prior to the taking of the challenged agency actions.

73. Neither the Department of the Interior nor the Corps of Engineers, nor the Department of Transportation, ever considered or commented upon or discussed the historic, scenic, recreational and fish and wildlife values of the area of the Columbia River and islands affected by the proposed airport expansion, highway and bridge, nor the possibility of their protection by designation as a recreational river area.

74. No air pollution or water pollution studies were made by or considered by the Federal Aviation Administration in connection with its "safe and efficient use of airspace" determination concerning the proposed Portland Airport expansion.

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77. Prior to and at the time of the FAA's taking its "safe and efficient use of airspace" action the Port of Portland had, but did not make known to the FAA, NEF contours prepared for it by Bolt, Beranek and Newman based on 1968 air traffic at Portland International Airport.

78. Prior to and at the time of making its "safe and efficient use of airspace" determination, the FAA had contracted with Bolt, Beranek and Newman for a study of noise exposure forecasts (NEF) at 28 airports of America, including Portland International Airport, but this study and its results were not considered or used by the FAA in reaching its determination.

79. On January 16, 1969, the FAA identified as obstructions around the proposed expanded Portland International Airport the KGW towers, objects in the military base and ships in the river channel, and the staff of the FAA had raised some objections with respect to the proposed I-205 bridge to be constructed near the expanded airport.

80. The FAA in its "safe and efficient use of airspace" determination considered only the KGW towers, completely ignoring the objects in the military base, the ships in the river channel, and the I-205 bridge. These ignored matters were mentioned neither in the public notice nor at the public hearing for the safe and efficient use of airspace determination, nor elsewhere in the proceeding.

81. A series of "in house" meetings were held between the Federal Aviation Agency, the Coast Guard and the Federal Highway Administration regarding the problems of possible electronic interference by the I-205 bridge with the instrument landing equipment for the proposed expanded airport. Instructions were given and observed that this problem not be discussed outside the Department of Transportation.

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82. It was the opinion of the FAA staff that the interference between bridge and instrument landing system could create a very dangerous situation which could not be evaluated until construction had been completed and tried out, at which time it would be too late to make corrections.

83. The FAA desired that the bridge be moved one mile eastward to avoid possible interference between the bridge and the instrument landing system.

84. The FAA consulted with the Port of Portland about the problem of I-205 bridge, as a result of which the Port of Portland moved the north parallel runway a short distance westward.

85. In addition to problems of electronic interference, the FAA was also concerned in its "in-house meetings" about the possible distraction from noise of low-flying aircraft to people driving cars, on I-205 highway and bridge, and the possible effects of the jet blast of aircraft on motor vehicles, and the possible effects of headlights of the motor vehicles on the roadway bothering the pilots of the aircraft or the landing lights of the aircraft distrcting the motorists.

86. The westerly shift of the north parallel runway was accomplished by shortening it to 10,000 feet, ultimately expandable to 11,000 feet.

87. As located and shortened, the north parallel runway of the proposed expanded airport cannot be instrumented at its western end, and consequently the airport cannot obtain the capability of simultaneous instrumented landings.

88. The entire problems of interference of bridge and airport were kept secret among the Department of Transportation agencies and between them and the Port of Portland, not considered at public hearings or otherwise made known to the public. The problems of possible distraction or confusion of drivers of motor vehicles on the highway and bridge and pilots in aircraft have never been

a very dangerous situation which could not be evaluated until construction had been completed and tried out, at which time it would be too late to make corrections.

83. The FAA desired that the bridge be moved one mile eastward to avoid possible interference between the bridge and the instrument landing system.

84. The FAA consulted with the Port of Portland about the problem of I-205 bridge, as a result of which the Port of Portland moved the north parallel runway a short distance westward.

85. In addition to problems of electronic interference, the FAA was also concerned in its "in-house meetings" about the possible distraction from noise of low-flying aircraft to people driving cars, on I-205 highway and bridge, and the possible effects of the jet blast of aircraft on motor vehicles, and the possible effects of headlights of the motor vehicles on the roadway bothering the pilots of the aircraft or the landing lights of the aircraft distrcting the motorists.

86. The westerly shift of the north parallel runway was accomplished by shortening it to 10,000 feet, ultimately expandable to 11,000 feet.

87. As located and shortened, the north parallel runway of the proposed expanded airport cannot be instrumented at its western end, and consequently the airport cannot obtain the capability of simultaneous instrumented landings.

88. The entire problems of interference of bridge and airport were kept secret among the Department of Transportation agencies and between them and the Port of Portland, not considered at public hearings or otherwise made known to the public. The problems of possible distraction or confusion of drivers of motor vehicles on the highway and bridge and pilots in aircraft have never been

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resolved, or further discussed in the record. The problems of possible electronic interference between the bridge and instrument landing systems are not solved.

89. The FAA considered the I-205 bridge in a proceeding separate from the safe and efficient use of airspace determination and gave a "no hazard" determination regarding the bridge despite unresolved problems as listed above.

90. Neither Secretary of Transportation Volpe nor anyone else in the Department of Transportation made any special effort to preserve the islands of the Government Island Game Management Area or the natural beauty of the adjacent free flowing stretch of the Columbia River, or the natural trees and sloping beaches of the islands, or the historic value of Government Island as a Lewis and Clark campside, or the historic and recreation value of the Fort Vancouver National Monument across the river from the airport.

91. Assistant Secretary of Transportation Braman made a last-minute suggestions just before Secretary Volpe's approval of the proposed airport expansion that the north runway be shifted back 100 feet to the south, but did so for "political" reasons rather than believing it would make any difference in noise effects on the Washington shore.

92. Secretary of Transportation Volpe did not consult with the Secretaries of Interior, Housing and Urban Development, and Agriculture, nor with the States of Washington and Oregon to develop transportation plans and programs which would maintain or enhance the beauty of the lands traversed, either in general or in specific connection with the proposed airport expansion, I-205 bridge and I-205 highway.

93. Secretary of Transportation Volpe did not respond to the letter of June 12, 1969, from Acting Secretary of the Interior

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93. Secretary of Transportation Volpe did not respond to the latter of June 12, 1969, from Acting Secretary of the Interior Russell Train requesting consultation on the Portland Airport

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expansion plans in the cabinet Council of Environmental Quality. Secretary Volpe did not consult with the Secretary of the Interior prior to issuing his approval of July 11, 1969, and did not reply to Acting Secretary Train's letter of June 12, 1969.

94. The proposed expansion of Portland International Airport, the I-205 bridge and the I-205 highway taken together and individually, require the use of publicly-owned lands from parks, recreation areas, a wildlife and waterfowl refuge, and historic sites.

95. The proposed airport expansion, highway and bridge would physically occupy publicly-owned lands from the Government Island Game Refuge and the south channel of the Columbia River and other waters in the vicinity of Government Island.

96. The Government Island Game Management Area was on and before July 11, 1969, a publicly-owned wildlife refuge of local, state and national significance as determined by the federal, state and local officials having jurisdiction of it. It was and is also a public recreation area of local, state and national significance as so determined.

97. The proposed expansion of Portland International Airport, I-205 bridge and I-205 highway, taken together or individually, will require the use of publicly-owned lands from Multnomah County, Oregon's Blue Lake Park and Delta Parks; from Clark County, Washington's Wintler Park; from the City of Vancouver's Marine Park and the City of Vancouver's boat launching ramp leased from the Fort Vancouver National Monument; from the waters of the Columbia River around Government, Sand, Lemon and McGuire Islands, and in the vicinity of the airport; from Clark County road ends used for public beach access; from the picnicking and viewing areas of the Washington State Fish Hatchery at Biddle Lake; from the Fort Vancouver National Monument; from Officers' Row of Vancouver Barracks; and from the waters, islands and shorelands included in the Lewis and Clark and Oregon Trails.

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98. Each of the above-stated areas is a public park, recreation area, wildlife or waterfowl refuge and/or historic site of national, state or local significance as determined by the federal, state or local officials having jurisdiction thereof.

99. The proposed expanded airport, I-205 highway and I-205 bridge will require the use of publicly-owned lands from each of the abovestated areas, either by physical occupation of those lands, by impact of noise, water pollution, air pollution, erosion or visual intrusion effects, or combinations of these.

100. Secretary Volpe's news release of July 11, 1969, and his explanatory letter to Senators Magnuson and Jackson and Congresswoman Julia Butler Hansen dated June 30, 1969, constitute his Section 4(f) finding on the proposed Portland Airport expansion. The substantive reasons for his approval are stated in his explanatory letter of June 30, 1969.

101. Secretary Volpe never said or determined that there were no feasible and prudent alternatives to the airport expansion.

102. Secretary Volpe implicitly determined that there were feasible and prudent alternatives to the proposed airport expansion, including relocation to the St. Paul site and southerly relocations of a runway at the existing PIA site.

103. The Port of Portland determined there were more than one feasible alternatives to the proposed airport expansion and chose expansion northward into the river at the existing PIA site as the most feasible of its alternatives.

104. The Port of Portland chose the proposed expansion northward into the Columbia River at the existing site over moving to St. Paul on the grounds that the move to a new airport at St. Paul would cost more and users of the airport would have a longer distance to travel to the airport.

105. In late May and early June 1969, the Port of Portland called a special meeting to consider dropping the northward

action area, wildlife or waterfowl refuge and/or archeological or national, state or local significance as determined by the federal, state or local officials having jurisdiction thereof.

99. The proposed expanded airport, I-205 highway and I-205 bridge will require the use of publicly-owned lands from each of the abovestated areas, either by physical occupation of those lands, by impact of noise, water pollution, air pollution, erosion or visual intrusion effects, or combinations of these.

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expansion plan and moving to St. Paul.

106. In the opinion of The Port, legal counsel of the Port of Portland, and bond counsel of the Port of Portland, the items to be financed from the proceeds of a $50,000,000 Port revenue bond issue for airport expansion would not be affected should this action or any other actions in this court or on appeal from this court pertaining to the proposed expansion of Portland International Airport be resolved in favor of the plaintiffs.

107. The existing runway configuration at Portland International Airport has a capacity to handle all forecast air carrier movements through the year 2000, or later, if steps are taken to reduce, limit or eliminate some or all of general aviation, military aviation, and cargo aviation using Portland International Airport.

108. The Port of Portland's reason for wanting to expand Portland International Airport was to achieve more terminal capacity, not more runway capacity.

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109. There are peak hours in the morning and evening, and peak days and peak months of air travel at Portland International Airport.

110. "Saturation" of runway capacity or terminal capacity as used in Planning Reports for expansion of Portland International Airport means a condition where at peak times delays considered by the airport or its consultants to be "unacceptable" will occur for commercial air travelers.

111. The decision to expand Portland International Airport northward at its existing site was not made after the completion of and on the basis of the site selection study undertaken by the Columbia River Associated Governments (CRAG) and the Port, but was made by the Port in November, 1967 prior to completion of the site selection study.

112. The CRAG site selection study was made primarily by a Technical Committee composed of representatives from the staff of the Port of Portland and CRAG.

113. The Technical Committee of the site selection study considered 25 sites and narrowed them to the seven "best" for further consideration. Ultimately it compared expansion of Portland International Airport at its existing site with relocating the airport to the St. Paul site in the Willamette Valley, considering these to be the two best alternatives. Several of the sites considered could by sound engineering practice have been the place for a relocated major regional hub airport, and at costs comparable to St. Paul.

114. The site considered at Battleground in the State of Washington was eliminated by the Technical Committee from further consideration on the "political" ground that it was outside of the State of Oregon.

115. The CRAG Technical Committee determined that there were several feasible and prudent alternatives to the proposed

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airport expansion at Portland International Airport.

116. The Port of Portland presented to the Corps of Engineers and FAA information stating that it believed that the expansion of Portland International Airport at its present side by filling into the Columbia River was the most feasible method of providing for forecasted aviation needs for the next 25 or 30 years, and that it reached this conclusion based on the total costs at each site, the comparative dates by which facilities would be available for use, and the relative convenience of each site to the airport users.

117. The Port of Portland also presented information to the Corps of Engineers and to the FAA that its staff had recommended that in addition to the expansion of Portland International Airport, a site for another large hub commercial airport should be selected and acquired in the Willamette Valley at the St. Paul site, and should be partially developed for general aviation but held in agricultural use until needed for a second regional hub airport.

118. The Port of Portland presented to the Corps of Engineers and to the FAA information that on its basis of comparison, the cost of expanding Portland International Airport at its existing site by northward expansion into the River would be $75,000,000, and the cost of an equivalent facility at the St. Paul site $110,000,000.

119. The Federal Aviation Agency relief upon the above-stated cost comparison information presented by the Port determined the $35,000,000 difference to be "significant", but said that the items of cost were subject to such variation that the actual cost differential might not be truly significant.

120. The report of the CRAG site selection study made in October 1968 concluded that expansion of PIA at its present location was the best choice with moving to the St. Paul (French

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Prairie) site as the "first alternative".

121. A study team from the Los Angeles Regional Office of the Federal Aviation Agency concluded in its study of aviation systems requirements for the Portland/Vancouver metropolitan area that either the proposed expansion of PIA or the establishment of a replacement jet port at St. Paul would be acceptable from an aviation systems requirement standpoint.

122. Several alternate runway configurations for the existing Portland International Airport site were considered by the Port, by the Corps of Engineers and the Federal Aviation Administration. Several of these configurations involved shifting one major runway southward to accomplish two parallel runways 5,000 feet apart.

123. One such configuration considered was moving the south parallel runway 2,000 feet south of its present position. This alternative to the proposed airport expansion was not chosen by the Port or FAA and the reasons given against its choice were two: (1) time and cost of completely relocating the military facilities (Oregon National Guard) now occupying part of the southern portion of the field, and (2) increased noise over Parkrose and surrounding area with no improvement in noise over Vancouver.

124. The authorities having jurisdiction over the military facilities at Portland International Airport stated they would move to another location in the Portland area if the Port or someone else would pay the cost of their moving.

125. Parkrose and its area lie outside the NEF 30 contour line on all comparisons made using available NEF contours, including with the southerly shift of the south parallel runway described above.

126. There would be no loss of benefit of reduced noise

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125. Parkrose and its area lie outside the NEF 30 contour line on all comparisons made using available NEF contours, including with the southerly shift of the south parallel runway described above.

126. There would be no loss of benefit of reduced noise exposure to the Washington shore involved in the above described

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southerly shift of the south parallel runway because the alleged benefit does not exist. Instead, the proposed airport expansion would bring an increased noise impact to residential areas exceeding any gain to industrial and commercial areas of Vancouver, all based upon available noise studies.

127. Since the granting of the Corps of Engineers permit and Department of Transportation approval about half of the military personnel and facilities have been moved from Portland International Airport.

128. Governor Tom McCall of Oregon has asked that the Air National Guard remaining at PIA be moved from PIA or its mission be changed, or both.

129. The Columbia River Association of Governments has found that noise generated by fighter aircraft is unacceptable in the midst of a large metropolitan area.

130. The Department of the Interior and others have suggested and considered the possibility of a regional airport located between Seattle and Portland to solve the needs of both major metropolitan areas. This alternative was not considered by the Port of Portland, the Federal Aviation Administration, Secretary of Transportation Volpe or the Corps of Engineers prior to taking the challenged federal agency actions.

131. The proposal to expand Kennedy Airport into Jamaica Bay has been studied by a multi-disciplinary environmental group of the National Academy of Sciences and National Academy of Engineering and a report of this study has been written. This study was commissioned by the Port of New York Authority with the cooperation of the Department of the Interior and other federal agencies.

132. Secretary of Transportation Volpe has stated that the Jamaica Bay and Kennedy Airport Study done by the National Academy of Sciences is of potential relevance not only to the immediate New York situation but to the nation as a whole.

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133. More efficient use of existing runway capacity at airports can be achieved by avoiding the peaking of activity. Peaking may be avoided by differential pricing for airport facility use through airline cooperation and/or regulation. More efficient use of runways can be achieved by avoiding over-scheduling of duplicated flights with low demand.

134. Technology exists for greatly improved air traffic control systems for enroute air traffic and greatly improved airport landing systems. Use of this improved technology could greatly increase the capacity of existing airport facilities at PIA.

135. Technology is available to accomplish such improved instrument landing systems that parallel runways can be located 2,500 feet apart.

136. Fifty percent or moreof air carrier travel in major markets is classified as "Short haul traffic". This is true also of Portland International Airport.

137. The Federal Aviation Administration has established a goal to institute short take-off and landing or vertical take-off and landing service for short haul markets in certain air corridors within the 1970's, and has stated its willingness to take leadership and provide assistance in the establishment of this service. One of the air corridors indicated by the FAA as desirable for institution of V/STOL air service is the Seattle-Portland corridor.

138. V/STOL service could remove a significant portion of the peak hour air carrier traffic from Portland International Airport, making it possible to meet all forecasts of air travel needs without the proposed airport expansion into the Columbia River.

139. The possibility of V/STOL service from Portland International Airport was not studied or considered by the Port of Portland, the Federal Aviation Administration, the Secretary of Transportation, or any of the other federal agencies prior to undertaking the challenged agency actions.

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140. The Western Conference of State Governments has established a Western Region Short Haul Transportation Program, and retained the Aerospace Corporation to study and define the possibilities of a V/STOL system in the short haul markets of the western states. The Aerospace Corporation's report confirmed the feasibility and desirability of such service and identified the Seattle-Portland corridor as one for early introduction of V/STOL service. An interstate compact to facilitate the development of such service has been proposed, and the Legislature of the State of Washington has passed the necessary law authorizing its participation in such an interstate compact.

141. There is existing technology and existing demonstrations of high speed rail service in the Northeastern part of the United States and other places in the world, achieving speeds of 150 miles per hour or more.

142. High speed rail or other ground transportation service between Portland, Oregon and Seattle, Washington, or San Francisco, California, could relieve and serve some of the forecast air travel demand for Portland International Airport.

143. Mr. Gordon Fernald of the North Pacific Division, Corps of Engineers, suggested an alternate plan to lessen the threat of erosion to the Washington shore and lessen the extent of the cut through Government Island. Mr. Fernald's suggestion was not considered or further discussed by the Corps of Engineers or any of the other federal agencies or the Secretary of Transportation prior to their taking the challenged agency actions.

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144. Bauer Engineering Company, consulting hydraulic engineers to the Port of Portland after receipt of the permit of August 5, 1969, by the Port of Portland, studied another alternative plan for the dredge and fill works in the river, entitled Bauer Alternative 5, by which it determined that it would be feasible and accomplish the goals of the Port of Portland to leave Sand Island untouched by the works in the river.

145. Bauer Alternative 5 would reduce harm to affected publicly owned parks, recreation areas, wildlife refuges and historic sites.

146. The Port of Portland reduced the scope and nature of the landscape planning effort proposed to it by Robert Perron & Associates, its landscape consultants, and removed proposed elements regarding social and psychological effects.

147. More than one FAA official of the Seattle FAA office has said that the forecasts used by the Port of Portland for its airport layout plan for the expanded airport and in justifying the proposed expansion into the Columbia River are not adequate, but the airport layout plan was approved by the FAA despite this.

148. In approving the revised airport layout plan for the Port of Portland on 17 September 1971, the FAA recommended to the Port among other things that it do an environmental impact study, which study had not been done prior to its approval.

149. The Administrator of the Environmental Protection Agency did not review and comment in writing on the environmental impace of the revised airport layout plan approved in September 1971 prior to its approval by the FAA.

150. Both the original and revised airport layout plans of the proposed expanded airport were done on different scales

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149. The Administrator of the Environmental Protection Agency did not review and comment in writing on the environmental impace of the revised airport layout plan approved in September 1971 prior to its approval by the FAA.

150. Both the original and revised airport layout plans of the proposed expanded airport were done on different scales from the Corps of Engineers permit drawings and the highway and bridge plans making it impossible to determine whether they

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conflict.

151. Major design changes have been made in the I-205 bridge since it received its permit from the Coast Guard so that a new bridge permit is required.

152. The Administrator of the Environmental Protection Agency did not review and comment in writing on the design of the I-205 bridge or I-205 highway in the vicinity of Portland International Airport prior to their approval by the Federal Highway Administration on January 27, 1971.

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152. The Administrator of the Environmental Protection Agency did not review and comment in writing on the design of the I-205 bridge or I-205 highway in the vicinity of Portland International Airport prior to their approval by the Federal Highway Administration on January 27, 1971.

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MAIN 4-8901

3905

I-205

Salem, Oregon

March 16, 1973

Walt Hart, Bridge Engineer

A. D. Olson, Preliminary Design Engineer

Columbia River Crossing
East Portland Freeway
Multnomah County

In view of the recent "change in plans" announced by P. I. A. it appears the proposed Columbia River Structure may be extended southerly to the existing Marine Drive. If so, it will be necessary to revise the freeway profile to provide proper small boat clearances in the existing south channel.

Prior to the adoption of the P. I. A.'s river fill runway plan our records show a clearance of 48 feet as being agreeable for the south channel. Later when the small boat channel was relocated as proposed in the P. I. A. airport layout plan, a clearance of 69 feet was provided at Span 22 of the proposed Columbia River Structure.

Now that the location of the small boat channel may be back to the existing south channel we presume a vertical clearance of 48 feet will be satisfactory. If such is not the case, please advise. Greater clearance will put a "hump" in the grade line which should be avoided or minimized.

ADO:jh

1 Hall
A. Olson
Svenson
R. Olson

RECEIVED
MAR 16 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring -P. /__/__
Other

8905

9

WASHINGTON STATE
HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

Highway Administration Building
Olympia, Washington 98504 (206) 753-6000

Daniel J. Evans - Governor
G.H. Andrews - Director

March 7, 1973

Mr. George M. Baldwin, Administrator
State Highway Division
State Highway Building
Salem, Oregon 97310

Dear George: SR 205, Vancouver By-Pass

Recent articles in the Portland and Vancouver papers indicate that the Port of Portland has now deferred plans for dredging in the Columbia River, at least in the immediate future, and expanding the Portland International Airport to the east. Does this mean that you will now be revising the design for the south approach to the Columbia River crossing and proceeding with plans for construction?

George, I appreciate the additional cost of placing the south approach on structure rather than dredged embankment is in the neighborhood of $24 million. Nevertheless, when considered as a percentage against the total cost of I-205, which is of little value without a river crossing, I seriously and sincerely urge you to now give consideration to proceeding with the bridge as a separate project. Traffic congestion on the existing bridge has become intolerable, and the economic impact, both to businesses in Portland and to residences in Vancouver, will continue to mount unless relief is provided soon.

Could you fill me in on what your plans are now since the Port of Portland has apparently taken the action they have in delaying their plans for dredging to the east.

Sincerely,

George

G. H. ANDREWS
Director of Highways

GHA:eg

Mr. Baldwin discussed with A.D. [illegible] on Tel. 3-21-73

RECEIVED
MAR 9 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

John N. Rupp Chairman Seattle | Harold Walsh Everett | Baker Ferguson Walla Walla | A.H. Parker Bremerton | Lorna Ream Spokane | Lorenz Goetz secretary

March 2, 1973

Borden F. Beck, Jr.
John M. Fulton
Walter Gadsby, Jr.
Alan Green, Jr.
Raymond Kell
Jack L. Meier
F. Glen Odell
Robert J. Rickett
Robert B. Wilson

PORTLAND INTERNATIONAL AIRPORT ACTION PROGRAM

The Commission resolution concerning Portland International Airport, passed at the February 14 meeting, directed staff to prepare a plan of action designed to end the long delay in satisfying the immediate air traffic needs of the community.

The resolution led to a comprehensive and detailed staff review of the situation and an analysis of work elements that the Port of Portland should undertake at this time to meet this directive.

That analysis leads to the recommendation that the major single item of construction which most clearly alleviates immediate, short-range problems is the extension of the existing south runway at PIA to a length of 12,000 feet. This can be accomplished on existing ground owned by the Port, and will require adding 3,200 feet of runway. Immediate action on runway extension design will permit construction to begin in July 1973, with completion in October 1974.

Staff is of the opinion that the extended runway is the only practical and expeditious measure the Commission can take in order to satisfy the immediate airport needs. The price of further loss in time, social costs and economic costs to the community is too great to await the resolution of the federal procedure which to this time has caused extensive delay, and which permits litigants the opportunity for further legal postponement which may frustrate the full airport program for years to come. Even if these legal problems did not exist, the most rapid development of another solution would be the realigned south runway which could not be completed prior to the summer of 1979. Commission concurrence in the recommendation for immediate extension

of the south runway will eliminate the need for immediate dredging activity, as directed by the February 14 resolution.

Depending upon the time required to receive all governmental and legal approvals of the ultimate Port project, the extended south runway would have a minimum useful life of from five to eight years. Cost of the project is estimated at $4,000,000.

In conjunction with the extended south runway, staff recommends that the Port proceed with the design and construction of a reconstructed N.E. 82nd Avenue. Additional property will be necessary for this relocation.

Speaking directly to the portion of the February 14 resolution applying to the Columbia Region Association of Governments, this portion appears to have been satisfied. CRAG has acted favorably on two sections of the Port request since the last Port Commission meeting. A special CRAG advisory committee and the City's Administrative Review Board have indicated approval of the third and most important section, that of terminal building expansion and roadway relocation. CRAG's Executive Committee is expected to act upon this section prior to Friday's Port Commission meeting. Staff has worked closely with CRAG and other governmental agencies in the past two weeks, and on this issue has found the agencies cooperative, understanding and in agreement with the need for positive action.

In light of the events of the past two weeks, it is recommended by the Executive Director that the February 14 resolution be amended by substituting the following:

RESOLVED, That the Port of Portland commence immediately the design for the extension of the south runway of Portland International Airport to 12,000 feet, construction to be started not later than July 1973, and available for use in October 1974, subject to concurrence of the airlines.

BE IT FURTHER RESOLVED, That the Port of Portland proceed immediately on the design and construction, in cooperation with Multnomah County, of the relocated N.E. 82nd Avenue, completion date to correspond with the completion of the south runway extension.

BE IT FURTHER RESOLVED, That the Port of Portland Commission directs staff to accelerate the completion of the airport Environmental Impact Statement and the statement be made available to the Commission at the regular meeting of May 9, 1973.

Edward G. Westerdahl II
Executive Director

8905

# OREGON STATE
# HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 15, 1973

Mr. H. F. Moy
Regional Manager Engineering
Burlington Northern
P. O. Box 571
Portland, OR 97207

Dear Mr. Moy:

Columbia River, I-205 Bridge
Bridge No. 9555

I have your letter of January 10 transmitting the requested information on scour protection at your Columbia River crossing. Thank you for your assistance in our study of potential scour at the 205 crossing.

You raised a question whether this request related to any proposal by the States of Oregon or Washington to alter your bridge. Mr. R. L. Carroll, District Engineer for the Washington Highway Division at Vancouver, is studying a number of alternatives in an attempt to arrive at a solution to the traffic-span opening problems on the Interstate Bridge. I believe that a revision to your bridge was one of the alternatives being considered.

A copy of your letter is being forwarded to Mr. Carroll. He will be contacting you in the near future to discuss this overall problem.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

WJH:dh

cc R. L. Schroeder
R. L. Carroll /w/ encl.

NOTED
R. L. SCHROEDER

RECEIVED
JAN 15 1973
Office of
Assistant State Highway Engineer

1979 Columbia R. Br. (N. Channel 890, Superstruc.) Sec. of E. Ptld. Fwy. (Structure)

#9

8305

RECEIVED
JAN 2 - 1972
FOR FILING

December 29, 1972

Carl A. Patterson, M. D.
President
The Citizens' Committee
for the Columbia River
2612 S. E. Ellsworth Road
Vancouver, Washington 98664

Re: I-205 Bridge

Dear Dr. Patterson:

The receipt of your letter of December 22, 1972, regarding an environmental impact statement prepared by the Oregon State Highway Division is hereby acknowledged.

Very truly yours,

George H. Baldwin
Administrator of Highways

GHB:fn

cc F. B. Klaboe
R. L. Schroeder
A. E. Johnson
E. S. Hunter
L. I. Lindas
R. E. Royer

December 22, 1972

Oregon State Highway Division
Salem, Oregon

The following comments are in reference to the draft of the "Environmental Impact Statement" prepared by the Oregon State Highway Division for the FHWA and DOT. My major complaint is that the statement does not fulfill the requirements of NEPA as defined by the Second Circuit Court of Appeals in Greene County v. FPC, which clearly states that Environmental Impact Statements are to be prepared by the federal agency concerned and that the agency is to do original research, hold hearings, respond to those hearings and to make recommendations accordingly. This present environmental assessment by the sponsoring agency, OSHD, is to be evaluated by the federal agencies along with non-biased or less prejudicial observations of organizations and individuals other than the sponsor. These regulations also apply to the U.S. Coast Guard which has the responsibility given it by Congress to make all decisions concerning siting and design of bridges over navigable waterways. The Coast Guard has previously recognized its proper role and has recently indicated its intention to conform with the Greene County v. FPC decision. I would expect both the FHWA and the CG to fulfill their Congressional requirements in this matter. I, therefore, reserve the bulk of my criticism until the time of these required public hearings on the final statement prepared by the federal agencies.

One of the references not included in the bibliography is the Trial Brief of the parties in the case Petterson et al v. Froehlke et al now in the federal courts, the adverse decision in the District Court notwithstanding. Preparations are being made for appeal to the 9th Circuit Court; therefore, the matters discussed at length in the legal brief are still pertinent and viable. We accept as binding the OSHD promise to the court that it will do no work on the bridge or its approaches until the Secretary of Transportation reissues his 4(f) clearance. Likewise, the Port has promised the court and all parties that they will do no river filling until the "last order of the last court".

The Oregon State Highway Division has admitted that the construction of I-205 bridge on piling from existing shore to existing shore is a feasible and prudent alternative to the causeway fill that the Port of Portland is attempting to impose on it through its airport expansion plans. The OSHD, the FHWA and CG cannot so easily dismiss the pier alternatives without genuinely assessing the environmental pros and cons of the two methods of construction. It is our feeling that building a bridge on piers is a more satisfactory engineering and environmental solution than building the approach on a fill. These aspects should be explored in depth and evaluated by the appropriate agencies. The alleged $30,000,000 increased cost of the piers would be more than balanced by the savings to tax payers by not filling in the river (1968 estimate cost $14,000,000) and the savings to tax payers by not relocating within the immediate area the Oregon Air National Guard facilities (estimated at $14,000,000 in 1970).

The OSHD environmental assessment is lacking in discussion of the aquatic recreational facilities that would be destroyed by the fill project. It almost exclusively equates recreation to seasonal hunting and alleges that this occurs largely at the east end of Government Island and would therefore not be affected by the Port of Portland-OSHD airport-highway fill. This narrow view completely ignores the fact that the tremendous amount of recreational boating, water skiing, and picnicking all occur at the western ends of the island where the river-flow has feathered the banks into gradually sloping giant sandy beaches. This is the area to be destroyed by the airport-highway fill. My daily observation of this area from my home of the past eight years has led me to believe that all data relating to recreational use of the islands is grossly understated. There has been no discussion of the loss of Sand Island to the boating public, by incorporation in the

Copy to Cyarl
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copies-Baldwin Kinder
Johnson L. Carroll
Schroeder J. Andrecius
Hunter U.S. Lent T. Hemp

12-27-72

NOTED
R.L. SCHROEDER

airport-highway fill. Nor has there been acknowledgement of the litigation that challenges the Port of Portland's ownership. Your noise studies would indicate that highway noise would not be a deterrant to continued recreational usage of Sand (Tri-Club) Island.

Also noteworthy, by its absence from the reference material, is the soil study report prepared by Dames and Moore for the airport expansion. This document, among other things, outlines the dangers of seismic activity in this area, inasmuch as the airport is almost at the epicenter of recurring earthquake activity. The report specifically describes the inherent danger in seismic liquifaction of hydraulic fills. These consulting engineers recommend that this area should be studied either by their own laboratory or other people competent in the field of earthquake engineering. If there are engineering practices which would render the hydraulic fill immune from destruction by seismic liquifaction, they should be identified and then those engineering costs must be deducted from the alleged savings of the fill method of construction.

The above remarks are not all inclusive; the statement that I made at the OSHD hearing on September 14, 1970 (see page 18 of the transcript) is still applicable, including the criticism of clearances to both air and river traffic. The FAA findings that the bridge would be no hazard to air navigation has lapsed. The federal air regulations pertaining to obstructions have since been changed. When a new no-hazard determination is sought from the FAA and the notices are sent to all concerned parties, it should be in light of these new requirements and increased awareness of the community for air traffic safety. Neither do I believe commercial navigation interests fully appreciate the hazards imposed by locating a bridge at the dogleg of two reaches in the navigation channel or the restrictions imposed by its limited height over the water. All of these potential bottlenecks could be solved by resiting at an upriver location. A mid-island location might have a positive advantage of more definitely defining an eastern wildlife management area from a western water-sports recreation area, even though those uses are also separated by their seasonal cycles. We agree that the bridge should be completed as soon as possible to relieve the already saturated I-5 bridge. We disagree with the Port of Portland's alleged need for a river fill on which to expand; it has not proven its present runway system will not accept the projected air traffic through this century.

Carl A. Petterson MD

CARL A. PETTERSON, M. D.
President
The Citizens' Committee for the
Columbia River
2612 S.E. Ellsworth Rd.
Vancouver, WA 98664

cc: Senator Magnuson
Senator Jackson
Congressman McCormack
U.S. Coast Guard
Port of Portland
Marvin Durning, Atty.

8905

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

# *Memorandum*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: December 26, 1972

In reply refer to: 10-35.6

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)302
Columbia River Bridge
Structural Design Criteria

RECEIVED STATE HWY ENGR
DEC 27 '72
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

The following are our comments to the structural design criteria furnished by Mr. Hart's October 27, 1972 memorandum:

1. The thermal force temperature range is 75°. Do you feel this is sufficient at this location at the mouth of the Gorge?

2. The roadway slab concrete has a strength of 4,000 psi and a design value of 1,600 psi is contemplated. Why are you not using your normal 1,320 psi value?

3. We note the design specification excludes the 1972 AASHO Interim Specification. It may be desirable to review what influence this will have on the design.

4. It would be desirable, if practical, to increase the vertical clearance over Marine Drive.

5. If the pressure against the piers from stream current, floating ice and drift is a critical item, then we suggest that a momentum analysis be utilized and a typical velocity distribution be used instead of the constant velocity proposed. In this regard we also question the basis for the low velocity of 4 fps and suggest that the forces should be applied at some arbitrary skew due to the uncertainty of stream flow direction.

6. Since the earthquake criteria is different from AASHO, a reference for its derivation should be provided. In particular, we question the basis for the formula presented for earthquake analysis of piers in water.

12-28-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
DEC 29 1972
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOTED
W. J. HART

GPO 917-544

RECEIVED
DEC 1 1972
FOR FILING

Div. Engr., D.L. Green
Salem, Oregon (10-35)

DEC 19 1972
HEV-20

Files

D. E. Hammer
Chief, Location Division

Portland, Oregon Interstate Highway Projects

On Tuesday, November 28, 1972, a meeting was held in Assistant Secretary Hirten's Office with Mayor Goldschmidt of Portland, Oregon. The meeting was attended by representatives of TEU, UMTA, FAA and FHWA. A roster of persons present at the meeting is attached.

1-2-73 not att. me

The meeting was held at the request of Mayor Goldschmidt for the purpose of discussing various transportation problems in the Portland area. Mayor Goldschmidt opened the discussion by reviewing the status of several freeway segments. The Mayor indicated that I-205 is progressing reasonably well and that the environmental impact statement appears to be generally satisfactory. He took note of the I-205 river crossing problem and its relationship to the Portland airport. With regard to I-505, the Mayor expressed the view that it probably will be built although the location is unsettled at the present time.

The Mayor's principal concern at this time relates to I-80N, the Mount Hood Freeway. He indicated that the Skidmore, Owens and Merrill study of the Mount Hood Freeway is beginning to reveal various options for transportation service to the East Portland area. He expressed his view that the study is demonstrating that the full scale freeway option will not work due to the inability of the highway network to handle projected traffic volumes. The Mayor appears to favor an alternative based upon the use of public transit facilities in the Mount Hood Freeway Corridor. This scheme would not contain any provision for the use of private automobiles. The Mayor expressed concern that if the Mount Hood Freeway is not built then it cannot be assumed that the other freeway segments will be built; thus, the Mount Hood Freeway decision which he will be required to make within the next six months takes on major significance.

Mayor Goldschmidt then discussed transportation planning in the Portland area and indicated his desire for a reevaluation of such planning prior to making his decision with respect to the Mount Hood Freeway. He expressed his dissatisfaction with the transportation

-more-

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DEC 21 1972
OREGON DIVISION

planning capabilities of the various planning organizations in the Portland area. He was particularly critical of the Columbia Region Association of Governments (CRAG), indicating that it was not a particularly strong organization and that it was not responsive to city goals and objectives. He was quite critical of the work done by DeLeuw Cather and Associates for CRAG. He advocates that the TRIMET organization be given a more significant role in planning and implementing area-wide transportation systems.

The Mayor indicated that although he does not have a specific plan for setting up and conducting the proposed reevaluation, he plans to develop the details of such a proposal and return to Washington in two or three months to seek DOT assistance in funding the reevaluation. Mayor Goldschmidt apparently has a Boston-type planning review in mind, and is particularly interested in the use of personal rapid transit systems as a partial solution to Portland's problems.

Mr. Hirten responded by offering encouragement to Mayor Goldschmidt. He indicated that the Department would be pleased to work with the city in its efforts to solve its transportation problems and voiced some optimisim that a Boston-type reevaluation could be worked out for the Portland area.

Attachment

CC:
RFHWA Mr. Louis E. Lybecker, Portland, Oregon (10-00)
DIV. ENGR. Mr. Glen L. Green, Salem, Oregon (10-35)

8905

RECEIVED
DEC 11 1972
Letter to OSHD
FOR FILING

8

12-11-72
REFERRED TO
Bob
BY DEPUTY STATE HIGHWAY ENGINEER

SUBJECT: Phase II Report on River Crossing

Dear (To Whom It May Concern):

We would like to suggest that a portion of the Phase II analysis on the river crossing be deferred temporarily. Our current schedule for Phase II Report completion appears to be too soon for us to prepare an adequate traffic analysis of the material which should be covered by Phase II. A summary of the feasibility report could be included in Phase II together with a sub area-type analysis of the freeway between 20th Avenue and the Marquam Bridge. A Phase II-type analysis of the river crossing would then be submitted as a supplement to the Phase II document at a later date. During our presentation to the city council a number of questions were alluded to. These questions were complex and basic to decisions on the river crossing. It appears essential that the remaining available engineering budget for the river crossing Part I be utilized to respond to these aspects as well as concerns expressed by your staff and other affected agencies, plus the remaining scope items.

The following list is some of the areas which could be investigated and evaluated.

A. I-80N construction without additional freeway river crossing capacity and direct access ramps to reduce traffic load.

B. Staged construction of I-80N with provision for future crossing. For example, connect I-80N to the Marquam Bridge and use a median barrier and route Baldock to I-80N traffic via the Hawthorne Bridge, Front Avenue and the Clay-Market ramps.

C. Size the facility to meet only off-peak traffic requirements, not peak hour.

D. Reduce I-80N to a basic six-lane facility.

E. Evaluate alternative bridge structural concepts such as replacing the existing Ross Island Bridge with a compact double level bridge serving local, transit and freeway traffic.

F. Explain in detail the affect of the proposed ramp closures and the i-

C. Investigate alternative interchange designs at each end of the crossing such as the concept of diverting through traffic around Lair Hill.

H. Study models and renderings of alternative bridge concepts.

I. Prepare additional study concepts on transit station with traffic analysis of utilization and effect on adjacent streets.

J. Planning for joint development.

k. Site selection studies, planning and design framework, legal administration and fiscal parameters for corridor joint development.

Because of the complexity of the river crossing a great number of different approaches could be made but with the limited budget available we feel it would be important to accurately identify the concerns, then reach a concurrence on what areas should be investigayed specifically. Pertinent alternatives which address the questions will help in the decision process whereas a multitude of additional alternatives may add confusion to an already complex problem. This detailed information could then be compiled into a supplement to the full Phase II Report.

A. I-80N cor... ...additional
direct ... ...traffic

B. Staged co... ...ver p...
example ... ...the Marquam
route ... ...to ...
Clay-... ...
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8705

DEC 14 1972
OR FILE

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 6, 1972

Mr. W. M. Foster
Assistant Director for
Highway Development
Department of Highways
Highway Administration Building
Olympia, WA 98504

Dear Mr. Foster:

Preliminary Sign Plans
I-205 Columbia River Bridge
Bridge No. 9555

Attached are two prints of preliminary signing plans for the I-205 bridge together with a letter of transmittal from Sverdrup & Parcel. These prints are being sent to you for your review and comments.

Since this will be a major point of entry between the two states, particular attention should be given to uniformity of signing.

Very truly yours,

George M. Baldwin
Administrator of Highways
By
ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

WJH:dh
Attachment

cc R. L. Carroll /w/ 2 attach.
H. A. Schell, Jr. /w/ 1 attach.
A. E. Johnson
E. S. Hunter
H. S. Coulter
L. E. George /w/ 2 attach.

RECEIVED
DEC 7 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

SVERDRUP & PARCEL AND ASSOCIATES, Inc.
*Consulting Engineers*
505 - 106TH AVENUE N. E.
P. O. BOX 369
BELLEVUE, WASHINGTON 98004

November 29, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Walter J. Hart
Bridge Engineer

Gentlemen:

Subject: I-205 Columbia River Bridge
Bridge 9555

Submitted herewith, for your review and approval, are prints of our Preliminary Signing Plan and Sign Support Structure for the subject bridge. The Preliminary Signing Plan shows all of the signs which we recommend to be mounted on the bridge as well as the associated ground-mounted signs. Details of our proposed support for the four overhead signs are shown on the Sign Support Structure sheet.

In the interest of esthetics we have minimized the number of bridge-mounted signs, held a constant depth of overhead signs, and propose a steel box rather than the conventional truss-type support for the overhead signs.

Very truly yours,

SVERDRUP & PARCEL AND ASSOCIATES, Inc.

R. Jack Allen

R. Jack Allen, P. E.
Project Engineer

Enclosures

cc: H. Scott Coulter (w/encls.)

RECEIVED
NOV 30 1972
BRIDGE DIVISION

NOTED
R. W. ELLISON

8905

IN THE UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

CARL A. PETTERSON and MARTHA A. PETTERSON, his wife; G. CAMPBELL DOWD and MIRIAM W. DOWD, his wife; JOHN C. BROUGHER and ESTHER BROUGHER, his wife; ELIZABETH G. DONAUGH; HEYES PETERSON and MARY P. PETERSON, his wife; RAYMOND H. ANDRUSS and MARGARET ANDRUSS, his wife; BERT L. BAUERSACHS and HELEN BAUERSACHS, his wife,

Plaintiffs,

vs.

ROBERT S. FROEHLKE, individually and as Secretary of the Army of the United States; FREDERICK J. CLARKE, individually and as Chief of Engineers of the U.S. Army; PAUL D. TRIEM, individually and as District Engineer, Portland District, Corps of Engineers of the U.S. Army; JOHN VOLPE, individually and as Secretary of Transportation of the United States; and ROGERS C. B. MORTON, individually and as Secretary of the Interior of the United States,

Defendants,

and

THE PORT OF PORTLAND, a municipal corporation,

Civil No. 71-283

OPINION

November 29, 1972

IN THE UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

CARL A. PETTERSON and MARTHA A. PETTERSON, his wife; G. CAMPBELL DOWD and MIRIAM W. DOWD, his wife; JOHN C. BROUGHER and ESTHER BROUGHER, his wife; ELIZABETH G. DONAUGH; HEYES PETERSON and MARY P. PETERSON, his wife; RAYMOND H. ANDRUSS and MARGARET ANDRUSS, his wife; BERT L. BAUERSACHS and HELEN BAUERSACHS, his wife,

Plaintiffs,

vs.

ROBERT S. FROEHLKE, individually and as Secretary of the Army of the United States; FREDERICK J. CLARKE, individually and as Chief of Engineers of the U.S. Army; PAUL D. TRIEM, individually and as District Engineer, Portland District, Corps of Engineers of the U.S. Army; JOHN VOLPE, individually and as Secretary of Transportation of the United States; and ROGERS C. B. MORTON, individually and as Secretary of the Interior of the United States,

Defendants,

and

THE PORT OF PORTLAND, a municipal corporation,

Intervener-Defendant.

Civil No. 71-283

OPINION

November 29, 1972



FTI-Sandstone
8-28-69-5022-4391

Marvin B. Durning,
Durning, Prince & Smith,
1411 Fourth Avenue Building,
Seattle, Washington 98101,

Attorneys for Plaintiffs.

Sidney I. Lezak,
United States Attorney,
Jack G. Collins,
First Assistant United States Attorney,
506 U. S. Courthous , Box 71,
Portland, Oregon 97207,

Attorneys for Defendants.

Lofton L. Tatum,
Donald J. Morgan,
Wood, Wood, Tatum, Mosser & Brooke,
1505 Standard Plaza,
Portland, Oregon 97204,

Attorneys for Intervener-Defendant.

SOLOMON, Judge:

Plaintiffs are Washington citizens who own real property on or near the Columbia River (River) in Clark County, Washington. They object to the proposed $170 million expansion of the Portland International Airport (Airport) by the Port of Portland (Port), the construction of the I-205 bridge across the River, and the construction of a segment of Highway I-205.

In a prior decision in this case, I held that plaintiffs have standing to maintain this action and that there was no merit to plaintiffs' claim that the Port was required to obtain congressional authorization for the project. Petterson v. Resor, 331 F.Supp. 1302 (D.Or. 1971).

Plaintiffs' other objections are now before the court.

A history of the Port's expansion plan will be helpful to understand the issues.

The Port has made a number of piecemeal additions to the Airport to accommodate increasing passenger travel and air cargo. The Port has also been troubled by a shortage of land

Durning, Prince & Smith,
1411 Fourth Avenue Building,
Seattle, Washington 98101,

Attorneys for Plaintiffs.

Sidney I. Lezak,
United States Attorney,
Jack G. Collins,
First Assistant United States Attorney,
506 U. S. Courthouse, Box 71,
Portland, Oregon 97207,

Attorneys for Defendants.

Lofton L. Tatum,
Donald J. Morgan,
Wood, Wood, Tatum, Mosser & Brooke,
1505 Standard Plaza,
Portland, Oregon 97204,

Attorneys for Intervener-Defendant.

SOLOMON, Judge:

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Plaintiffs' other objections are now before the court.

A history of the Port's expansion plan will be helpful to understand the issues.

The Port has made a number of piecemeal additions to the Airport to accommodate increasing passenger travel and air cargo. The Port has also been troubled by a shortage of land

to permit commercial and industrial development at the Airport.

In 1967, the Port concluded that it should either build a large new airport at another site or enlarge the existing airport facilities by separating the runways by at least 5,000 feet. The Port and the Columbia Regional Association of Governments considered 25 sites where a new airport might be built. Each site presented serious problems. The Port finally decided that the public interest would be served best if it expanded the present airport.

To achieve greater runway separation, the Port could either move the south runway farther south, or it could move the north runway farther north. Moving the runway to the south would intrude into the residential Parkrose area of Portland, and it would create serious problems with the U.S. military, which uses land south of the Airport. Therefore, the Port decided that the best alternative was to expand to the north by filling in part of the Columbia River. The Port intends to secure financial assistance for the project from the Federal Government.

The Port has already obtained title to Sand, McGuire and Government Islands, all of which lie in the River near the Airport. The northward expansion plan contemplates that the Port will fill in 640 acres of the River and will remove all of Sand Island and parts of Lemon and Government Islands.

The proposed I-205 highway and bridge would carry some Airport traffic, but neither is an integral part of the Port's expansion plan. The proposed fill would save more than $20 million because it would reduce the number of pilings necessary for the bridge.

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proposed runway changes would be "safe and efficient." On July 11, 1969, the Secretary of Transportation (Secretary) approved the Airport expansion in a Department of Transportation news release. On August 5, 1969, the Corps of Engineers (Corps), acting for the Secretary of the Army, issued a dredge and fill permit. On December 23, 1969, the FAA approved the proposed Layout Plan for the Airport, and, on September 17, 1971, the FAA approved a revised Layout Plan.

The administrative history of the I-205 highway and bridge projects commenced even earlier. On March 7, 1966, the Federal Highway Administration (FHA) approved the corridor for the project. On April 18, 1969, the FAA found that the highway and bridge would not threaten air traffic. On February 18, 1970, the Secretary approved the highway, and on May 15, 1970, the bridge. On May 20, 1970, the Coast Guard granted a permit for the bridge to cross the River. And on January 27, 1971, the FHA approved the design of the bridge and the Oregon portion of the highway.

Several federal environmental laws were enacted since the Airport and I-205 projects were started. The National Environmental Policy Act of 1969, 42 U.S.C. §§ 4321-4347 (NEPA), is the most important. NEPA requires federal agencies to make environmental impact studies before they can take major actions. Other laws require the Secretary to make special environmental determinations. Section 16 of the Airport and Airway Development Act of 1970, 49 U.S.C. § 1716 (Airport Act), requires the Secretary to find that all steps have been taken to minimize the environmental effects of an airport construction project before he grants the project federal assistance. Section 4(f) of the Department of Transportation Act of 1966, 49 U.S.C. § 1653(f) (Transportation Act), requires the Secretary to make a similar determination

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before he approves any project that uses a publicly owned park, recreation land,or a similar area.

The Port has agreed not to perform any substantial work on the Airport until the Federal Government approves the project on the basis of impact studies now in preparation. These studies are investigating whether the Airport should be expanded and, if so, whether it should be expanded into the River. These studies are also investigating the impact of the proposed expansion on 22 different environmental variables like noise, wildlife, air quality, and aesthetics. The Port asserts that these studies will satisfy the requirements of NEPA and will give the Secretary an adequate basis to fulfill his duties under Section 16 of the Airport Act and Section 4(f) of the Transportation Act.

Similar studies are being made for the I-205 highway and bridge. The FHA has agreed to withhold authorization for their construction until the Secretary approves the impact statement and makes a new 4(f) determination. These studies will investigate and report on the impact of I-205 on the natural and urban environments, on alternatives to the project, and on ways to minimize the environmental impact of the project.

Plaintiffs fear that the Airport expansion will create both congestion and noise and will pollute the atmosphere. Plaintiffs also believe that dredging will impair the recreational and wildlife value of the area and will lead to erosion of the riverbank. Plaintiffs ask the court to declare invalid the dredging permit and every other federal agency action for the Airport expansion. They also challenge all the federal agency actions on I-205.

Although the Port has agreed to proceed only if the impact studies are favorable, plaintiffs are not satisfied with this offer. Regardless of whether the studies are favorable,

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plaintiffs want the Port and the other agencies to set aside all past decisions and seek new authorizations. They want the agencies to hold new public hearings and to make new decisions on the basis of the impact studies, the information the plaintiffs have, and any other information the public might offer. Plaintiffs believe the Port should proceed only if this information, when considered anew, showed that the project was in the public interest.

It has been difficult to evaluate plaintiffs' claims because many of their arguments have been neither organized nor relevant. Plaintiffs have made many allegations of environmental harm and illegal administrative action, but their trial brief has frequently failed to relate their allegations to the legal issues.

Most of the controversy focuses on the dredging permit.

Plaintiffs first contend that NEPA is retroactive and that the permit is invalid because it was issued without an impact statement.

The Corps issued the permit on August 5, 1969, and NEPA went into effect on January 1, 1970. NEPA applies to a continuing project begun before January 1, 1970, only if the project requires major action by a federal agency after that date. Lathan v. Volpe, 445 F.2d 1111 (9th Cir. 1971); Calvert Cliffs' Coordinating Comm., Inc. v. AEC, 449 F.2d 1109 (D.C. Cir. 1971). Since the Corps had to perform no such actions after issuing the permit, NEPA does not affect the permit. Greene County Planning Board v. FPC, 455 F.2d 412, 424 (2d Cir. cert. denied, 41 U.S.L.W. 3184 (U.S. Oct. 10, 1972); Pennsylvania Environmental Council, Inc. v. Bartlett, 454 F.2d 613 (3d Cir. 1971).

Plaintiffs contend that the permit violates Corps regulations and 33 U.S.C. § 403 because the Corps did not adequately

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Plaintiffs contend that the permit violates Corps regulations and 33 U.S.C. § 403 because the Corps did not adequately

consider the environmental consequences of the dredging. Plaintiffs are particularly critical of the way the Corps evaluated the threat of erosion. The Corps relied on a mathematical simulation of the river currents. Plaintiffs assert that a hydraulic simulation was necessary.

I do not agree with these contentions. Corps regulations and Section 403 do not require the broad, detailed reports required by NEPA. The Corps here adequately investigated the problems it was obligated to consider.

Plaintiffs also allege that the permit violates Corps regulations because it does not adequately describe the dredging plan and because the Corps approved some minor changes in the permit on September 17, 1970, without public notice or a public hearing. There is no merit in these contentions. 33 C.F.R. §§ 209.130(b) & (j).

The Under Secretary of the Interior stated in a letter to the Corps that he had no objection to the Port's plan. Plaintiffs assert that this letter was written without sufficient consideration of the environment and, therefore, that the permit issued by the Corps is void. Plaintiffs also assert that the permit is void because the Secretary of Transportation's 4(f) determination for the Airport was illegal.

I reject both of these contentions. Plaintiffs have spent considerable effort trying to show that these administrative actions were illegal, but they have failed to show any way in which these actions could affect the validity of the dredging permit, which is independent of the other administrative actions.

Next plaintiffs contest the permit on the ground that the islands were transferred to the Port in violation of the Wildlife Restoration Act, as amended, 16 U.S.C. §§ 669 to

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669g-1. The islands were transferred legally. And here again, even if the islands were transferred illegally, plaintiffs have failed to show how that fact could affect the validity of the dredging permit.

In 1805, Lewis and Clark camped overnight on Government Island, and other small sections of the Lewis and Clark Trail and the Oregon Trail are near the Airport. The National Trails System Act of 1968, 16 U.S.C. §§ 1241-1249, requires the Secretary of Interior to prepare studies of these trails before Congress decides whether to designate them "national scenic trails". These studies have not been completed. Plaintiffs assert that no federal agency can authorize work that will affect these trails in any way until Congress makes this decision.

I disagree, and I am confident that Congress did not intend to immunize the land along these trails from any change, no matter how slight or remote.

Plaintiffs allege that the Corps of Engineers violated the National Historic Preservation Act of 1966, 16 U.S.C. §§ 470-470n. They also allege that the act invalidates all other agency actions that have been taken. Specifically, plaintiffs assert that the Airport expansion, bridge, and highway will affect the Fort Vancouver National Historic Site, which is one of the historic sites protected by the act.

The Fort Vancouver National Historic Site is near the Columbia River more than 10 miles from the Airport. It consists primarily of a small museum commemorating Fort Vancouver, a fur-trading post established by the Hudson's Bay Company in 1824.

It is inconceivable that the act invalidates the action of the Corps of Engineers. Nor do I believe that the increase



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air and auto traffic will disturb the site to such an extent that other agencies fall within the restrictions of the act.

Plaintiffs' attacks on the Secretary of Transportation's 4(f) determinations are moot because the Secretary has agreed to make new determinations.

Plaintiffs' attacks on other pre-NEPA administrative decisions are groundless. NEPA does not require that the agencies start over and make new decisions, and plaintiffs have shown no other grounds which invalidate these actions.

Plaintiffs have also failed to show that the post-NEPA actions are invalid, even though made without impact statements. The FHA design approval for I-205 and the Coast Guard permit for the bridge were both made under authority delegated to these agencies by the Secretary of Transportation. Their decisions will be reexamined when the Secretary evaluates the impact studies and makes his new Section 4(f) and Section 16 determinations. Moreover, the decisions of the Coast Guard and the FHA were small, isolated parts of a much broader administrative process. There was no need for these agencies to make a comprehensive environmental review prior to their decisions. Calvert Cliffs' Coordinating Comm., Inc. v. AEC, supra, at 1119, 1128.

I find that the agencies are complying with federal law. The Port of Portland has and is taking all steps necessary to obtain the authorizations to expand the Airport.

Plaintiffs' action for a declaratory judgment invalidating the agency decisions and for other relief is dismissed.

This opinion shall serve as findings of fact and conclusions of law pursuant to Fed. R. Civ. P. 52(a).

Dated this 29th day of November, 1972.

Gus J. Solomon
United States District Judge

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To: Port Environmental Steering Committee Members

10-25-72

This document stems from comments which I made at the October 9 meeting of the PIA Steering Committee. Having been assigned by Chairman Mosser to review the "do-nothing" alternative section of the draft airport impact statement, I indicated at that meeting that it was my feeling, following review of the material, that the section inadequately made the case for that alternative. This document, then, is an attempt to explore more fully--in essence to play "devil's advocate" for--the "do-nothing" alternative. As such, it does not represent a statement of my position on the question of the proposed expansion of the PIA facility.

From the outset, we would like to shift the title of this alternative from "do-nothing" to "balanced growth". We consider the title "do-nothing" to be misleading, biased and inappropriate as applied to this alternative, which calls for large expenditures of money through the accommodation of growth at the current site. As indicated in correspondence between Stanley Bishoprick, John Mosser, and Lofton Tatum, dated February 9, February 11, and February 18, 1972, there is a vast difference between a true "do-nothing" alternative as defined by NEPA and a "maximal expansion on land at present site" or "balanced growth" alternative.

We have, therefore, adjudged it to be our assignment, under options "b" and "c" of the "do-nothing" alternative, to represent more adequately the "maximal expansion on land at present site" or "balanced growth" alternative, which would aim at accommodating the projected growth

in operation without either expanding the present PIA site into the Columbia River or shifting the base of operation to another site located at St. Paul.

In a little more than a week's time we have assembled this document, presenting the strongest case we can develop for this alternative. The larger case we hope this document will make is the need for a full 30-day commitment to the re-drafting of this "balanced growth" alternative section of the Port's impact statement. In making our case, we have presented all arguments for the "balanced growth" alternative. We have included points of inequal weight and significance; some points are stronger than others, some perhaps should not have been listed. The case we have made, although a substantial improvement upon the section included in the Port's draft impact statement, requires further refinement and improvement. We, therefore, recommend to the Steering Committee a 30-day extension for the drafting of a fully articulated "balanced growth" alternative. We further propose, should the Steering Committee accept this recommendation, the formation of a committee to oversee the drafting of this completed document.

This document contains the following sections:

1) a review and rebuttal of the list of disadvantages to the "no-nothing" alternative as drafted by the Port;

2) a consideration of standards and goals by which to measure alternatives for growth and expansion;

3) a clarification of the purposes for expansion of the PIA facility;

4) a re-drafting and discussion of the advantages of the "balanced growth" alternative.

In preparing this document we have relied heavily upon the material supplied us by the Port of Portland. The vast majority of material referred to in the document is taken from the Port's draft impact statement and the three volumes of resource documentation assembled by the Port-hired University consultants. Reference is also made in the document to the Jamaica Bay and Kennedy Airport study done by the National Academy of Sciences, the National Aviation System Policy Summary, and the Plaintiffs' Trial Brief, case of Patterson et al vs. Resor et al. A separate document reviewing the draft impact statement's section on Transportation also draws upon these source documents as well as the 1968 Port of Portland Air Passenger Landside Origin and Destination Study of 1968 and regional transportation planning documents.

Thank you for your patience.

Neil Goldschmidt
Commissioner of Public Safety
October 19, 1972

1. Rebuttal of Port's list of disadvantages

The alleged disadvantages of the "balanced growth" alternative are listed on pages 169-170 of the impact statement. They are:

- Limited terminal development - total terminal capacity would be reached by the late 1980's; highly congested road system; 3-story parking structure over entire present parking lot; long walking distances for passengers.
- Substandard airfield for operations -- Runway-taxiway configuration would not meet recommendations of FAA Advisory Circular 150/5327-7; limits size of aircraft; limits runway capacity; limits Category II IFR operations to runway 10R; no capability for simultaneous aircraft operations; will imbalance runway system as more flights will use south runway than north; north runway ILS would not meet FAA recommended standards.
- Limited airport facilities development -- Would require removal of present cargo building and maintenance building; restricted development area north of roadway system because of ILS; minimum available depth and frontage for cargo and other airside development south of roadway system.
- Limited useful life of entire facility requires large investment that cannot be amortized in time.
- Maintains existing aircraft noise exposure patterns.
- No recreational development -- No improvement of water-front or Columbia Bay.
- I-205 bridge - increased cost of placing on structure rather than fill; possible ILS derogation; minimal runway approach clearances.

The following comments seek to rebut the disadvantages asserted by the Port's statement.

A. Limited terminal development.

1. Terminal capacity will be reached by the late 1980's.

In fact, capacity will only be reached during peak hours. By scheduling aircraft operations to better advantage, the peak hour problems can be reduced substantially. In the Jamaica Bay and Kennedy

Airport Study, it was shown that peak hour movements could be reduced about 20% without causing inconvenience to passengers. While no analysis has been made at PIA, there is probably a substantial amount of potential savings that can be made by rescheduling peak hour flights.

2. The terminal limitation is based on the current terminal configuration. By constructing a satellite terminal and/or using "people movers" the total terminal capacity can be increased without going into the river. Dulles International Airport was constructed as a model airport using mobile lounges rather than the more common aircraft-to-gate arrangement used at PIA. Analysis should be made of using some form of "people mover" to expand terminal capacity after the gates are fully utilized. Also to be considered are the possibilities of a park-and-ride station located at I-205 and other combined remote terminal facilities. These considerations are discussed in more detail in the memorandum on the transportation section of the impact statement.

3. A three-story parking structure is indicated as a disadvantage. Since decked parking is common at many other airports such as SEA-TAC, San Francisco International, and O'Hare, we see no reason to consider decked parking a disadvantage. Further, since parking fees can be scaled to the cost of providing facilities there is no reason why the decked parking will not be self-amortizing.

Indeed, reduced use of land (our scarce resource) by use of structures is a plus for the "balanced growth" alternative.

4. A highly congested road system is listed as a disadvantage.

In fact, roads will be congested under any plan that encourages the use of private automobiles as the prime mode of transportation. At best, this should be listed as a disadvantage for all alternatives. Arguably, the "balanced growth" alternative is stronger in this area. See "Provision of incentive for faster development of mass transit facilities" of section 4, the advantages of the "balanced growth" alternative.

5. Long walking distances are listed as a disadvantage.

First, decked parking will, in fact, reduce walking distances over surface parking lots of equal capacity. Second, walking distances within the terminal are dictated by the aircraft-to-gate configuration of the terminal and therefore apply equally to all alternatives.

B. Substandard airfield for operations.

1. Runway-taxiway configuration does not meet FAA guidelines.

This is true; however, dual taxiways can be developed along portions of the north and south runways to partially alleviate this problem. The lack of dual taxiways is a capacity constraint rather than a safety consideration.

2. Runway length limits the size of aircraft that can be handled. Proposal 'c' under this alternative would increase the south runway length from 8,800 feet to 11,000 feet. It may be possible to extend the south runway to 12,000 feet. It also appears that it may be possible to extend the north runway to 12,000 feet without any substantial intrusion into the river. These modifications would eliminate aircraft size (and loading) as problems.

3. No capability for simultaneous aircraft operations. This is true; however, in the Jamaica Bay Study it is pointed out that,

> "...the present air-traffic control and instrument-landing systems are capable of improvements that could increase airport capacity by a factor of two, with present technology. Among the improvements suggested are: reducing minimum separation between runways for independent operation, from the present 5,000 feet to as little as 2,500 feet; dual-lane runways which reduce the interference between take-offs and landings; reducing minimum separation between aircraft on approach." (pp. 110-111)

If the Jamaica Bay Study is accurate, then the existing PIA facility can be upgraded with improved guidance systems to allow planes to land at 30 second intervals. There is no need to develop a facility which can handle two landings at the same instant (simultaneous operation) when landings can be accommodated at 30 second intervals.

4. Unbalanced runway system. If only the south runway is lengthened, this is true. However, it may also be possible to extend the north runway, thereby "balancing" the runway system.

C. Limited airport facilities development.

This is true only so long as the proposed site plan is considered as the frame of reference. There are other locations on the existing PIA site which could be developed for airport facilities. For example, all cargo facilities could be shifted to the northwest portion of the site where the Port has already proposed industrial development. Since this area contains 300 to 500 acres there should be no constraint on cargo transfer and storage capacity.

A revised site plan can be developed for the site which will allow expansion of support and other facilities at locations away from the main terminal. In fact, this dispersion of uses may be preferable since:

a) traffic congestion near the terminal will be reduced,

b) more land will be available near the terminal for expansion,

c) truck traffic will be routed away from automobile traffic, and

d) fewer employee automobiles will need to be accommodated in the terminal area.

D. Limited useful life of the entire facility requires a large investment that cannot be amortized in time.

This argument is apparently based on the assumption that the facilities will be abandoned or become obsolete before they are amortized. In fact, this alternative encourages the maximum use of the existing airport facilities for as long

a period of time as possible. Since this approach does not preclude adopting a different alternative at some future date, maximum flexibility has been maintained to adjust to future demands.

Nowhere in this country can we think of a case where a major public airport has been abandoned. Instead, new facilities have been constructed and the old airports continue in operation either as a satellite airport or as one of several "regional" airports. If a new airport is built elsewhere in the metropolitan area, PIA will likely be maintained as one element in a regional "system."

E. Maintains existing aircraft noise exposure patterns. As pointed out in the Jamaica Bay Study (p. 2),

> "The construction of new runways will not significantly reduce the number of residents of nearby areas exposed to intense aircraft noise. Major reduction in noise exposure can come only from use of quieter aircraft."
>
> "In view of the present impact of noise on the community around the Airport, all relevant public agencies, especially the Port of New York Authority, should press for the development and installation of quiet engines on aircraft."
>
> "The Department of Transportation should: Require the installation of acoustically treated nacelles on all existing aircraft by 1974.
>
> "Accelerate, through increased funding with the National aeronautics and Space Administration and other federal agencies, the development of quiet engines, and establish a regulation requiring that all new aircraft have engines that are quieter by 10 EPNdb (effective perceived noise level) below present standards by 1975."

It appears, therefore, that runway modifications of PIA can provide only limited alterations to the noise problem. Real

reductions to noise levels will not come until all, or most, aircraft are fitted with "quiet" engines.

It can be reasonably stated that the noise problem is relatively independent of runway allignment and dependent on the number of flights per unit of time and quietness of the aircraft engines.

If noise is going to be considered a disadvantage of this alternative, then it must be considered a disadvantage of all alternatives. In fact, any alternative that proposes to accommodate more aircraft may, in fact, increase the noise problem for the area.

Provision should be made to re-study noise projections.

> "4. Humans respond to noise in terms of their subjective perception of it.
> 6. A clear distinction can be drawn between annoyance and complaint as measures of a community's response to noise. Which is to be used has not been determined.
> 7. NEF alone is a poor predictor of annoyance or complaint.
> 8. Little justification exists for using NEF alone as a planning tool for predicting human behavior in a community setting."

"The 'Port of Portland Proposed Expansion' appear to expose less existing and new population to NEF 25, 30 and 35 levels than would the other two alternatives. Under the 'Port of Portland Proposed Expansion' and assuming retrofit of quieter engines, the numbers exposed to NEF 25 and 30 would decline by 1980 and rise again to approximately 1970 levels by 1990. The reorientation of the main runways and decreased use of the crosswind runway would result in smaller numbers exposed to high noise levels, but population growth from 1970 to 1990 would balance this loss. Neither the 'Vancouver Resolution' nor the 'Southerly Expansion' would appear to offer any aggregate advantage in terms of noise exposure; only specific advantages to the north side of the Columbia River and the eastern section of the floodplain.

"Finally, one should be cautious in interpreting the above results. Questions raised in the Psychology Section of this report regarding the validity of the NEF methodology and the sensitivity of the assumption of retrofitting quieter engines tend to diminish the reliability of the estimates described above." (III, F-52,53)

"We have found that the noise effects are strongly dependent upon the technology of aircraft engines, while the other environmental damage is related primarily to the amount and location of land or water area needed for the new or extended runways." (Jamaica Bay and Kennedy Airport, p.21)

"A significant improvement in the noise environment around Kennedy Airport can be produced only by equipping aircraft with less noisy engines." (Jamaica Bay and Kennedy Airport, p. 20)

"In particular, it is important to note the discussion at pages IV-33 through IV-36 in which it is explained that the lines called NEF contours are drawn at 5 NEF intervals, but have an error of tolerance of approximately plus or minus 5. Thus, a 30 NEF contour line does not mean that areas lying outside of it will experience less than 30 NEF noise impact. It means that within a wide band from approximately the 35 NEF contour line, extending out to the 25 NEF contour line, there will be noise impacts in the range 35 to 25 NEF. The lines are simply not meant to be sharp areas of division." (Plaintiff's Trial, p.59)

"I called Les Songstad who is the team chief on the FAA study team which is looking into the PIA Expansion Program to get a status report on the study and to determine if there was any additional information needed from the Port.

"Mr. Songstad said that as of now he knew of no additional information which was needed and that virtually all phases of the study were completed except the noise study. At this point, Mr. Songstad requested that the conversation be off the record. He advised that there were some problems with the NEF method of measuring forecasted noise levels at airports and that there was a great deal of concern and discussion between the FAA and Bolt, Beranek & Newman. He attributed a great deal of this concern to the furor existing in Los Angeles over aircraft noise and the fact that when the NEF information became public in Los Angeles that the incidence of complaints and suits had more than doubled.

"Bolt, Beranek & Newman and the FAA are attempting to find a better way of portraying the results of the NEF studies..." (file memorandum by George D. Hext, December 18, 1968, quoted in Plaintiff's Trial Brief, p.69)

F. No recreational development -- no improvement of waterfront or Columbia Bay.

Columbia Bay is a by-product of the proposed expansion plan. If the South Channel is not re-routed, it is true that Columbia Bay cannot be built.

However, leaving Sand, Lemon and Government Islands intact appears to be a plus for recreation rather than a "disadvantage."

Recreational development along water edges -- both the Columbia River and Columbia Slough -- can be barried out by the Port whether or not the airport is expanded into the river. In fact, it should be less costly to the Port to develop aesthetically pleasing recreational facilities along undisturbed shorelines than in areas of sand fill. This item on recreation should be listed as an advantage of this alternative and a disadvantage in all alternatives which require major filling in the river.

G. I-205 Bridge.

1. Increased cost of placing on structure rather than fill.

This is a questionable point. If the cost of placing the fill is considered (as well as the cost of constructing the road on the fill) it is not at all clear whether the total cost of the bridge will be increased or decreased.

Timing of construction also has a bearing on cost. Presumably, a bridge constructed on piers could be started

as soon as bids are let. Under the fill proposal, however, the new placed fill will have to consolidate for several years before it will be available for use. An analysis of construction time under both the fill and the structure proposals should be made to see if there are any significant differences in the completion date. If significant differences are discovered, then inflation costs and inconvenience to the motoring public should be considered.

2. Possible ILS derogation. This statement apparently refers to the location and height of the I-205 bridge. Since the bridge will be constructed anyway, it appears that this disadvantage should be listed under all alternatives.

3. Minimal runway approach clearances. This statement apparently refers to the location and height of the I-205 bridge and/or the I-205-Airport Way interchange. Again, since the bridge will be constructed anyway, it appears that this disadvantage should be listed under all alternatives.

2. Standards and goals by which to measure alternatives for growth and expansion.

We believe it necessary to establish a set of standards and goals by which to measure each of the alternatives. The problems presented by growth and expansion require the selection of one alternative as the course of action best designed to provide a workable solution. This yardstick--in this case four questions--is designed to identify the larger-scale impacts of all the alternatives; within the context of our case for the "balanced growth" alternative, this yardstick will help define the limits of an acceptable solution to the problems of PIA expansion.

To what extent and in what manner does the alternative:

A) support other related regional goals?

A measure of the <u>flexibility</u> of the alternatives is the extent to which each integrates and coordinates with other related regional goals. This reflects policy problem-solving and goals coordinating between the Port of Portland and other local and regional governments or agencies.

B) require other system/agencies to absorb its costs?

A measure of the <u>responsibility</u> of the alternatives is the extent to which each requires other systems/agencies to absorb the direct and social costs that it generates. This reflects spin-off social, political programming costs created for other systems as a result of the alternative's program requirements.

C) maximize use of the existing resources?

A measure of the <u>economy</u> of the alternatives is the extent to which each maximizes use of the existing resources. This

includes natural, physical and social resources and the retention of those resources for future options.

D) reach the goals and objectives defined for the facility?

A measure of the <u>effectiveness</u> of the alternatives is the extent to which each enables PIA to achieve its designated goals and objectives. Each system alternative should quantitatively relate four primary variables:

1) the real responsibility of the facility;
2) the number of passengers to be accommodated;
3) the proportion of intra-regional and inter-regional traffic to be accommodated;
4) the type and number of aircraft to be serviced.(III,G-13)

3. Purposes for the expansion of the PIA facility.

The need for the expansion of the PIA facility according to the preface to the Port's impact statement is

> "...to meet the demands of increased air travel caused by the public acceptance of jet aircraft. The greatest inadequacy shown was for physical ground space to accommodate the increasing number of passengers and the new generation of wide-bodied aircraft."

As a solution to the problem of growth, the Port proposes to widen the space between runways, thus allowing an increase in the land area available for terminal development and parking.

> "All this led to the conclusion that widening the space between the runways would permit a grouped development of terminal facilities, placing all passengers within a reasonable distance of their respective destinations on the airport. Alternate plans were examined to determine how best to achieve the greater separation of the primary runways."

The Port offers as justification of the project the following date: by 1990 predictions show from 5,400,000 to 3,600,000 annual enplaning passengers; by 1985, 7850 parking spaces to be provided on a basis of one position for each 700 annual enplaning passengers, plus 25% of that for terminal employees; by 1980, commercial operations are projected at 102,000 air carrier operations and 150,000 in 1990.

Given these statements from which to begin, let us measure the Port's proposed expansion project against the test yardstick established above.

A. To what extent and in what manner does the alternative support other related regional goals?

The Port's proposed development will support a basic regional goal of economic growth. The expansion of PIA

will provide increased employment, stimulate tourism and generally benefit the economic growth of the region. It should be noted that under the "balanced growth alternative PIA and the region will achieve comparable levels of employment and economic growth. However, under the "balanced growth" alternative growth will come at a slower and more controlled rate.

This consideration generally favors the "balanced growth" alternative. While there is no clearly articulated region-wide policy on growth per se, we can think of no government unit or agency for which future population growth does not already present complex and significant problems. The "balanced growth" alternative, as the more conservative of the alternatives, more accurately aligns with the deep concerns felt region-wide over population expansion and attendant problems.

On the issue of general conservation in the areas of air, water and noise, we judge the Port's proposed plan to be in conflict with region-wide goals, with the possible exception of the area of noise. The negative impact of increased air pollution from automobiles and aircraft is admitted by the Port: "Operations at the Project will result in significant emissions of air pollutants from both aircraft and ground vehicles, as well as lesser emissions from surface facilities." Expansive provision for parking and the increased runway capacity will function to add to this problem. Provision for parking and accession to the demands

of the automobile conflict as well with the region-wide goal of minimization of the negative effects of the private car. This includes considerations of street safety and land use planning as well as air pollution. The water resource impacts--particularly the disruption of the Columbia River and its vast resources--are clearly out of line with regional goals. On the question of noise, we have adopted the position asserted by the National Academy of Sciences that only through the development and implementation of quieter aircraft engines will significant improvements be made in noise abatement.

We judge the "balanced growth" alternative to be generally more in line with these regional goals than the Port's proposed expansion plan.

B. To what extent and in what manner does the alternative require other system/agencies to absorb its costs?

Most of the costs for spin-off social programming connected with the Port's expansion must be absorbed by the City of Portland and Multnomah County. The point should be made that the differences under this section between the Port's proposed plan and the "balanced growth" alternative are relative. We recognize that the Port of Portland has a definite mission to perform with regard to servicing air travel. However, this is not to dismiss at all the Port's failure to recognize the expansion-related costs generated and passed on to other system/agencies, a failure

which shows up in the list of development costs for the proposed project on page 39 of the draft impact statement:

TABLE 6

| | |
|---|---|
| Land acquisition | $ 15,177,000 |
| Airfield Area (including dredging & military alterations) | 51,540,000 |
| Terminal Area | 43,204,000 |
| Roads & Parking | 10,070,000 |
| Miscellaneous | 1,050,000 |
| Sub-total | 121,041,000 |
| Contingencies - 10% | 12,106,000 |
| | 133,147,000 |
| Escalation - 5% per year | 37,341,000 |
| Total Estimated Development Cost | $170,488,000 |

While the cost difference may be termed relative, the expenses created by the extent and manner to which the Port's proposed plan fails to support regional goals must necessarily be absorbed by the City of Portland and Multnomah County. We need cite only three automobile related examples which portray the areas of extra cost created by the Port's plan. First, the Port's willingness to assert that "...auto use will predominate until 1990 or beyond," and its willingness to realize that assertion in expanded parking facilities only perpetuates the continued reliance upon the automobile. Thus, the City and County and the residents must bear the cost burden for that much more street upkeep and repair, signalization and accompanying public works. Further, the City and County must pay for law enforcement costs attendant to that increased, Port-engendered traffic. Finally,

Tri-Met and the residents of the City and County must pay for the negative assist given by the Port to mass transit in the region.

This area of automobile related costs is only one. Perhaps, since the expansion of the PIA facility was in part justified by the need for "...placing all passengers within a reasonable distance of their respective destinations on the airport" --closer-in parking facilities for example--this citation of automobile-related costs may be even more to the point. Certainly a more detailed analysis of the social costs and benefits of the airport expansion plan proposed by the Port would raise other areas. Generally, it may be stated that, to the extent the Port's proposed plan fails to support regional goals, it will create spin-off costs in that amount and in those areas.

For this reason we find the "balanced growth" alternative to be more resonsible, requiring less absorption of expansion-related costs by other system/agencies.

C. To what extent and in what manner does the alternative maximize use of existing resources?

We consider this point to be one with significant and long-range implications. The importance of this consideration is underlined by two quotes, one from the National Academy of Sciences' study of Jamaica Bay and the other from Transportation Secretary John Volpe:

> "The existence of a public need for a service such as air transportation does not automatically pre-empt scarce public resources for its satisfaction, especially in view of other competing essential needs. The travel must be seen in its true dimensions and in relation to others that are equally pressing. In every case, the use of public resources to satisfy a need must meet the test of good stewardship, namely, that these scarce resources are used efficiently and economically rather than wastefully." (Jamaica Bay and Kennedy Airport, p.9 vol. I)

> "Society's new task, as a mature industrial economy, is of a somewhat different nature--providing service to the millions who want to use the transportation system. Questions of service, as distinguished from questions of construction, require development of a new set of outlooks and relationships. The traditional, infrastructure-oriented approach of government to transportation is not to be forgotten but rather to be redirected to accord with the times; the era of indiscriminate, massive, open-ended construction programs is largely coming to a close as the realization grows that there are wide variations in local, state and regional needs." (Statement on National Transportation Policy, 1971)

Existing resources to be considered under this section include natural, physical and social. For the expansion alternatives this would include (a) the efficiency of use of present space and projected future space needs; (b) the extent of impact on scarce natural resources; (c) the efficiency of use of existing social resources; (d) the future options retained under each alternative.

A citation from the PSU resource material helps evaluate the Port's plan with reference to the efficient use of current resources:

> "In the most basic terms, congestion will respond to two generic types of planning treatment--more space or more integration of systems. The space at the airport to be made available by each of the four alternative development plans is known and the ranking of the alternatives by this criterion is both obvious and simplistic. However, except for the failure to include the St. Paul alternative in the rank ordering, the space criterion appears to have been the basis for perferential consideration." (III, G-22,23)

Essentially, the Port's expansion plan calls for space as the sole solution to the problem of congestion. As is pointed out in the subsequent section, the "balanced growth" alternative, by its nature, requires a closer integration of transportation systems in order to function efficiently. By maximizing the reliance upon more space as a solution, the Port's plan minimizes the effective use of current resources and maximizes the adverse impact on other scarce resources.

> "The proposed circular terminal with radial concourses maximizes available area between runways but also maximizes impact on the Columbia River. Previous terminal designs by the Port's airport consultants showed longitudinal designs which did not require Columbia River channel changes, but are now inadequate due to increased taxiway spacing requirements. Since it is not the function of the study teams to design an airport terminal complex which maximizes available development area while minimizing impact on the Columbia River, it is considered important to re-emphasize the recommendation in conclusion 7 of chapter B that this be performed."(II,B-18)

These scarce resources include the Columbia River and its attendant resources, air, and land. In addition, the Port's plan fails to capitalize upon existing social resources, notably Tri-Met. The misallocation of land for parking and the effect of sending PIA into the Columbia River violates this section on two levels.

The "balanced growth" alternative, on the other hands, is predicated on maximization of existing resources. It calls for increased reliance upon mass transit, both to and within the PIA site, the maximization of the current land-site use, no interruption of the Columbia River resource, a comparative

lessening of the adverse effects of air pollution, and the maintenance of future options. On the basis of these criteria, we find the "balanced growth" alternative standing head and shoulders above the Port's proposed plan in terms of maximization of existing resources.

D. To what extent and in what manner does the alternative reach the goals and objectives defined for the facility?

The evaluation of this section is of maximum importance. This test is a measure of the extent to which the alternative fits the purposes of the facility and as such provides the critical test by which to make rational selection of alternatives. Our analysis of all available documentation illustrates our conclusion that not enough work has been done in this important area to make a satisfactory and defensible choice.

The four-part criteria developed by the PSU study team provides a system by which to evaluate the effectiveness of the alternative. Considerations 2 and 3, "the number of passengers to be accommodated," "the proportion of intra-regional and inter-regional traffic to be accommodated," raise the question of the Port's passenger forecasts. A letter from Mr. Hans Sperber, Chief, Airports Branch, FAA, Seattle, dated November 17, 1969, and addressed to Mr. George Baldwin, General Manager, Port of Portland, raises this issue of passenger forecasts tending to substantiate our conclusion that not enough is known:

"2. Apparently no consideration was given in the forecasts to different growth rates for domestic and international, or enplaning and originating passengers. Moreover, the effect of other socio-economic factors such as disposable income, fare reduction stimuli, and leisure time have not been evaluated in the forecasts. In short, we believe that a plan of the magnitude which is under consideration at Portland International Airport whould be based on a more sophisticated and more credible forecast than has been indicated."

The PSU study material reinforces this conclusion with regard to forecasting of growth. They conclude that:

"Unless forecasting is systematically conducted, predictions must be rationalized from desired and intuitively justified end results or on the basis of user statistics. A Statement in the National Transportation Policy (SNOTP) p.36 states: 'Simple extrapolations of past experience or even projections of currently perceived trends are only of limited help'." (III, G-14)

The same point that single growth projections may tell you what you want to hear rather than what you need to know - is made by the FAA in its National Aviation System Policy Summary:

"Many of the economic and demographic factors previously discussed are based on a premise that people will continue to act in the manner they have in the past--but what if they don't? Will the markets served and the services desired change substantially and thus impose new and different requirements on system development? At the least, we should assess some of the implications of those new mores." (p.46)

Quite simply, one of the difficulties we have in assessing the extent to which either the Port's plan or the "balanced growth" alternative satisfies variables (2) and (3) of the test stems from the lack of data with which to work.

A similar problem was encountered by the PSU study team

analyzing the Transportation section of the impact statement:

> "It may be true that the increase in air passenger traffic generated by the expansion of Portland's International Airport, in view of the origin and destination study of 1968, may in large part, be confined to the Banfield and/or Mt. Hood freeway with the balance constituting an insignificant percentage of total traffic in the urban area. The fact remains that as far as origin and destinations are concerned, we know little or nothing about the bulk of the traffic that would result from this expansion in the fullest sense. It may very well be that it will constitute a serious congestion factor on those streets, roads and intersections which other agencies that the state highway system is responsible for. Therefore, we suggest further inquiry in this aspect of the impact on the expansion of the Portland International Airport and the changes associated with that expansion." (III, G-67)

The letter to the Port from Mr. Sperber raises the transportation question from another side. Mr. Sperber states:

> "In reading this report, and investigating the various capacity figures, we gain the impression that the ultimate runway system capacity, with adequate taxiways, might be significantly out of balance with the ultimate terminal facility capacity, i.e., the runways may be capable of handling more aircraft and delivering more passengers than could be handled in the passenger terminal."

We understand Mr. Sperber to be saying that the expansion of the runways to this "ultimate runway capacity" might have the effect of defeating the original purpose for PIA expansion, to balance more evenly the runway-terminal-parking system. If we interpret correctly, the purpose of PIA expansion was not to extend the runways nor really to achieve 5,000 feet runway separation. This assumption is verified by Mr. Baldwin's December 18, 1969, response to Mr. Sperber:

"As we have emphasized many times, the reason the runways are being separated at Portland is to provide adequate terminal and related airport development space in accordance with Federal Aviation Administration recommendations. Simultaneous operations capability is therefore a result--not a cause."

The purpose of the expansion plan as we understand it, therefore, is to develop terminal and related airport development space, "...placing all passengers within a reasonable distance of their respective destinations on the airport." We take this in part to mean closer-in and more parking and question whether this meets the criteria (1) of our test, the real responsibility of the facility. To what extent and in what manner does the parking of automobiles achieve the goals of PIA? That question is particularly relevant in view of the Port's responsibility to review all reasonable alterations for expansion. The Transportation memorandum raises serious questions about alternative modes of transportation - both to and within PIA - which might obviate the need for runway separation and extension into the Columbia River.

Finally, in regard to question (D), "To what extent and in what manner does the alternative reach the goals and objectives defined for the faculty," we are forced to conclude that not enough work has been done to make a clear and decisive judgment. This conclusion is supported by the PSU study team which developed the four primary variables listed under this question:

"Because of the huge costs associated with the development of airport facilities, federal and local as well as public and private, great emphasis has been placed upon increasing the rationality of such decisions. With the addition of social and environmental costs to the factors considered, the range of considerations has been greatly expanded. As a result, it is essential that developmental alternatives be planned as complete and integrated systems. Each system alternative should quantitatively relate four primary variables: (1) the real responsibility of the facility; (2) the number of passengers to be accommodated; (3) the proportion of intra-regional and inter-regional traffic to be accommodated; and (4) the type and number of aircraft to be serviced. No such system alternatives are provided to the study teams to be evaluated." (III, G-14)

We conclude that more investigation is needed to determine which alternative best assists the Port in reaching its goals and objectives at PIA.

4. The "Balanced Growth" Alternative

Far from a "do-nothing" approach to the needs of the Port or the passengers served by the Port, this alternative can deliver a balance in transportation capability between the airport capacity at PIA, terminal capacity, and the ground side transportation capability. Further, it minimizes environmental and social costs by leaving the Columbia River and its natural islands unassailed, stimulating the growth of a workable system of mass transit to reduce the negative effects of the private automobile, and placing the burden of responsibility and cost where it properly belongs. The "balanced growth" alternative responds as well in a reasonable and timely fashion to the public charge of maximum utilization of existing resources for solutions to transportation needs, rather than the luxury of spatial expansion. Finally, the "balanced growth" alternative leaves the Port of Portland in the most flexible of planning postures, able to develop as the needs develop, to utilize technological solutions, to respond to economic and social change, without foreclosing its expansion options or locking into a physical configuration that may only generate future unwarranted demands.

The following list of advantages to the "balanced growth" alternative is designed to demonstrate the inadequacy of that chapter in the draft of the Port's impact statement. Not all of the points enumerated are of equal weight. Some of the points depend upon "perspective", or policy. What follows, then, is as much a case for the reconsideration and rewriting of the "balanced growth" alternative as a case for the alternative itself.

Advantages of and Arguments for the "Balanced Growth" Alternative

A. Preservation of current recreational facilities; realization of Perron Plan and South Shore study without fill into Columbia River.

The "balanced growth" alternative provides for preservation of current recreational resources and permits the realization of a viable program for the South Shore development. It should be noted that the marina called for in the Port's plan could be developed elsewhere in the Columbia or Willamette should there be a demand for such a facility.

"Of the three islands, Government Island is the largest and most stable. Approximately five miles in length and almost a mile in width, the island has become a favorite recreation area for local boating enthusiasts." (I, A-11)

"The Columbia River islands are used intensely by recreationists from both sides of the river. The sandy beaches and sheltered coves provide an abrupt transition from the urban environment that is only minutes away. The absence of a bridge to the islands probably enhances their value as a natural landscape." (I, A-15)

"However, the loss of the sheltered boat moorages behind Sand and Lemon islands, which would be eliminated under the proposed PIA expansion program, cannot be replaced in character or quality of setting." (I, E-10)

"An important recreational resource affected by the proposed expansion of PIA into the Columbia River would be the irretrievable loss of Sand and Lemon islands and part of Government Island." (I, F-2)

"The island resources of Government, Sand, Lemon and McGuire islands are, in summary, outstanding recreational resources of state and national significance." (I, F-8)

"Multnomah County, the Port of Portland and the office of Robert Perron should be commended for their investment of time and money and the innovative approach taken. If the maximum open-space concept of the South Shore plan applies only to the proposed expansion (into the Columbia River and the 7-1/2° runway realignment) of PIA, this would be unfortunate. For the same reasons stated previously, benefits to recreation would be much higher and detrimental impacts

on recreation would be much less if this plan were carried out in conjunction with the other alternatives being considered for expansion of the airport at its present site. It would appear that only minor adjustments would be needed to adapt the plan to the other airport alternatives associated with the present site." (I, F-25)

"In assessing the trade-off between the losses and gains covered above, it must be recognized that the Port of Portland is not committed in any contractual sense to the Columbia Bay Boat Basin, the Lewis and Clark Center, or any of the Phase 2 considerations of the Perron Plan. The Port is only committed to carrying out Phase I of the Perron Plan which consists of (a) relocation and grading of Marine Drive, (b) the airport observation node, (c) the basic beach area and linear planting plan along Marine Drive. To replace a large portion of the existing and outstanding natural resources of the islands with the possibility of a designed facility is not judged to be a comparable exchange of recreational value. Furthermore, in terms of type of recreational activity, the boat basin, if and when it is built, may cater to a larger and more expensive type of boat, thereby at least partially reducing outboard boating, waterskiing, and river picnicking, with increases in houseboats and large cruisers. This could reduce boating opportunities for the lower income classes." (I, F-29,30)

"Where competing needs are very pressing, and the alternatives for meeting them are clearly incompatible, decisions must be based on the values attached to the costs and benefits of alternative uses, both present and future. In these circumstances, greater weight should be given to the course of action that is less irreversible or that holds open the greater number of options for future choice." (Jamaica Bay and Kennedy Airport, page 8)

B. Preservation of current visual amenities and aesthetic resources.

The "balanced growth" alternative preserves and maximizes the current visual and aesthetic amenities.

"Aesthetic resources generally relate to pleasant landscapes and scenic vistas. In this respect, uplands on both sides of the Columbia River are well endowed. The Washington side of the river is particularly fortunate in overlooking the Columbia River and its islands. Here the viewer is treated to a relatively wild landscape amid a densely populated area." (I, A-19,20)

"In terms of visual amenity, the loss of Lemon and Sand islands would be serious and irreplaceable. This opinion would probably be shared by most residents of the north side of the river, by persons who travel on the river, by boaters who enjoy the sheltered waters and natural vistas between the islands, and by those who look across the present South Channel to the islands from their boat houses and yacht clubs or from Marine Drive. The islands in this section of the river provide a

most pleasant change in the river scene as viewed from the air or when traveling down the river. From the north bank, the islands provide a natural background for the river scene and a visual screen against some of the airport flight activity." (I, E-1,2)

"The grouping of Sand, Lemon and Government islands forms a handsome tree-covered screen between airport activity and the Washington shore. At present, the sheltered waters away from the main flow of the Columbia between the islands and from the islands to the mainland constitute popular and scenically attractive water areas. The natural beaches which occur along the islands are mainly visible and usable only after the freshets of spring and early summer. Pleasure boats of all types and sizes anchor in the bay-like inter-island areas or are pulled up on the shore. It may be that because these charming islands are accessible only by boat, they are still beautiful and inviting." (I, E-4)

"Sand, Lemon and Government islands are always attractive, even in their leafless winter stage. The dense growth of colorful willow stems which has taken over some of the sand bars can also be seen along the shores of the islands. In the down-river view, Sand Island appears as a handsome and strong focal point in the middle of the Columbia." (I, E-5)

C. Preservation of current wildlife and waterfowl habitat.

The "balanced growth" alternative provides for preservation of the current wildlife and waterfowl habitat.

"*1653 (f) It is hereby declared to be the national policy that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites. The Secretary of Transportation shall cooperate and consult with the Secretaries of the Interior, Housing and Urban Development, and Agriculture, and with the States in developing transportation plans and programs that include measures to maintain or enhance the natural beauty of the lands traversed. After August 23, 1968, the Secretary shall not approve any program or project which requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, as determined by the Federal, State, or local officials having jurisdiction thereof, or any land from an historic site of national, State or local significance as so determined by such officials unless (1) there is no feasible and prudent alternative to the use of such land, and (2) such program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use." (The Department of Transportation Act of 1966)

"However, Government Island does have considerable value as wildlife habitat even without management." (I, H-3)

"In contrast, the islands have a mixture of three habitat types interspersed among each other with at least two of the types being multi-layered. Thus, the diversity of species, and hence the ecological stability, of the area would be considerably reduced in the fill area as compared to the present islands. Dredging and filling would result in a net loss of about 20 percent of the shoreline. Shoreline is an important aspect of the area because it represents an ecotone between two habitat types; edges are heavily used by many species of animals...Straight, abrupt shorelines would replace the present meandering shorelines and greatly reduce their value to wildlife." (I, H-7)

"The net effect of the proposed airport on wildlife, taken by itself, is probably insignificant in regard to the total wildlife in the general Portland area. Unfortunately, many such small losses of wildlife occur annually in metropolitan areas such as Portland. Consequently, the overall effect in the long run is a significant reduction in wildlife. Equally important is the loss in opportunity for people to 'use' wildlife." (I, H-8)

"In general, at the Portland site approximately a 25 percent reduction in wildlife populations can be expected;..." (I, H-11)

D. No disruption to natural balance of forces within river system.

The "balanced growth" alternative will stay out of the Columbia River and thus avoid disruption to the natural balance of forces.

"Many of man's activities, such as dredging and the construction of channel structures, imbalance the system locally, with the resulting propagation of the disturbance away from the local area. Thus, PIA expansion into the Columbia River will cause an imbalance in the system and the effects will be felt away from the local area (i.e., erosion in the area of the new South Channel means that deposition will occur in a new place downstream, possibly on the inside of the next river bend). As the river discharges increase in size, such as during a major flood, the relative effects of man's influence diminish. But during low flows man's influence predominates in most parts of the system. Man's influence can assist the natural balance of forces within the river reach system. But disruptions to the balance, if they are of either sufficient intensity or total magnitude, can cause long-term and even irreversible effects." (I, B-9)

E. Avoid problems presented by fill into Columbia River; no dredge risk.

The "balanced growth" alternative does not call for filling the Columbia River and thus avoids the attendant risks and problems.

"Summary of the Columbia River impacts. The most significant anticipated impacts of the proposed PIA expansion upon the hydrologic-hydraulic environment of the Columbia River include: 1) construction-period bank scour at the new South Channel cut through the lower end of Government Island; 2) a construction-period increase in river turbidity at the exit from the old and new South Channels, at dredge fill sites for the expansion and in the river for a short distance downstream of the expansion fill; 3) permanent constriction of the Columbia River along the expansion fill between river miles 110 and 113, altering velocities, water slopes, and sediment transport locally and for a few miles upstream and downstream; 4) convergence of flows from the North and South channels near river mile 113 in an uncertain manner, different from the present convergence near river mile 110 and such that alterations of flow pattern, bed configuration, and potential for bank scour at the future I-205 bridge; 5) a greater tendency for bank scour along the north bank at the exposed Troutdale formation opposite Sand Island where it does not appear to be entirely resistant to scour; 6) some change in flow division about Government Island for various stages of the river at the upper end of the island, because of a different channel capacity and backwater profile for the new South Channel in comparison to that of the old South Channel, leading to altered scour and deposition; and 7) restricted circulation flow in Columbia Bay and unfavorable entrance conditions, which will cause water heating, restricted flushing of sediment or pollutants, and some loss of depth over time." (I, B-36)

"However, it is felt that formal dredge planning for a project of this magnitude has not been given the proper priority by the Port staff so that other concerned agencies and individuals will have adequate opportunity to review the proposed procedures and impacts before the program is initiated...Thus, if adequate pre-planning to analyze and control potential harmful effects is not accomplished the river could be upset for a considerable period of time." (II, D-27)

F. Lessen impact from storm runoff drainage.

The "balance growth" alternative would lessen the negative impact from storm runoff drainage.

"The magnitude of the storm runoff drainage impact under the 'Do-nothing' alternative would be less than under the proposed plan of expansion." (I, B-53)

"With respect to storm drainage, it was considerably later that the various agencies sat down and discovered they had a very serious problem indeed. A memorandum by the Federal Highway Administration of a meeting on March 9, 1971, concerning the I-205 storm sewer reports, for example, that the runoff from the highway bridge, airport and industrial development expected in the area in the next ten years, will be ten times the capacity of the pumps of the drainage district which is expected to take care of the water runoff problem. It is clear from the memorandum, moreover, that no-one is sure of the exact nature and scope of the problem, and that solutions will cost many millions of dollars. It appears that the storm water of airport, highway and bridge will be dumped into Columbia Slough and thence to the Columbia River by a pumping system. There is nothing in the record to indicate any treatment of these storm waters, which will carry contaminants from industry, engine oils, jet planes and motor vehicle operation. Often storm water runoffs are of even greater danger than sanitary wastes." (Plaintiffs' Trial Brief, p. 90)

"The fishery resources of Columbia Slough will be affected adversely by surface drainage waters diverted into it from the PIA. Efforts should be made to ensure that petroleum wastes and other noxious substances are prevented from entering the drainage system. A system for monitoring wastes is recommended to safeguard the possibility that such substances might end up in the Columbia River via Columbia Slough." (I, G-18)

G. Lack of hydrologic-hydraulic information makes "balanced growth" safer, reduces overall risk factor.

The "balanced growth" alternative is safer in view of the lack of hydrologic-hydraulic information.

"The section of the report entitled "Possible Hydraulic Model Test implies that movable-bed model studies are of insufficient accuracy and should be replaced by one-dimensional analytical methods as utilized by Bauer Engineering, Inc. in this report. While it is recognized that a mathematical analysis is often a desirable adjunct to a model study, the mathematical analysis in its present state of development cannot completely supplant a three-dimensional model study. Although the conventional backwater computation procedure, termed a 'mathematical model' in this report, can usually provide adequate water surface elevations and mean velocities, this type of flow analysis is not particularly suited for determination of the local velocities that can be observed in a fixed-bed model. A movable-bed model could be of additional value to observe the changes in these localized velocities due to changes in the channel cross-section as scour and fill occurs. However, complete movable-bed model

results may not entirely eliminate objections by local interests because even this information must be considered qualitative in nature and subject to varying interpretations.

"It is evident that any requirement for model studies would adversely affect the timeliness of response to the applicant. However, if the Corps were proposing a project of this magnitude which produces a permanent change in flow regime of this nature, we normally include model studies as a part of the required preconstruction engineering. It would, therefore, be difficult for the Corps to declare model studies unnecessary in this case, in reply to strong requests for such studies, regardless of their reasons for the request. This problem is further complicated because it is believed that the expense of this particular model should be the responsibility of the Port of Portland." (Letter from Mr. Gordon Fernald, Chief, Engineering Division, North Pacific Division, May 31, 1968, taken from Plaintiffs' Trial Brief)

"It appears to the writers that the proposed PIA expansion has been designed largely from the point of view of providing land space to accommodate facilities and future growth, with relatively little cognizance and understanding of the dynamic river system involved. The limited design information relating to the river which was made available to the writers appears too superficial in its detail--more like a preliminary plan than a true design. Therefore, it has not been possible to make a thoroughly precise impact statement regarding the proposed action." (I, B-46)

"The information on the Columbia River reach near PIA described in this section of Chapter B is a synthesis and analysis of data collected from a number of sources. On the basis of the available information it is concluded that the hydraulic features of the Columbia River near PIA are very complex, with considerable variation of bed roughness, channel slopes, cross sections, and many other factors. Consequently, it appears unrealistic to model this reach with a simple backwater computation procedure and a transformation of the mean shear (sic) stress which usues (sic) mean velocities, constant roughness, and median sediment size...

"After repeated requests to these agencies for detailed information, it must be concluded that the necessary data does not exist to describe in detail the three-dimensional streamflow and sediment-transport characteristics of the Columbia River near PIA. In the absence of such data, reasoned assessments of hydraulic behavior and impacts of any channel modifications must be made from the limited information available. In doing so, the three-dimensional nature of the problem must be kept in mind. Resort to a 'one-dimensional' model in the face of insufficient data for developing a more complete model offers one approach to this problem. But the determination of environmental impact cannot be left in one-dimensional terms, even though such terms may be adequate for the design of a reveted or otherwise protected channel." (I, B-227)

"A mathematical model is purely deductive; you get out the conclusions from the assumptions you put in. If your assumptions are wrong, the results are wrong. The Bauer model assumed stable channels in the Columbia River--it assumed away its problems. The Corps' experts said channels are never stable in big rivers and experimental tests on hydraulic models would be done if it were a Corps project. The granting of the permit was based primarily on not wanting to cost the Port time or money, not the Corps' own standard of care in hydraulic engineering. The Corps, in effect, said it is alright to cause shoaling and erosion, as long as it is the Port, not the Corps doing it, and the Port pays for any excess dredging needed." (pp. 57-8, Plaintiffs' Trial Brief, Petterson et al vs. Resor et al.)

H. No risk of liquefaction or deterioration in fill material.

The "balanced growth" alternative avoids the risk of liquefaction or deterioration in fill material.

"The Dames and Moore soils investigation report indicates that the dredge-fill material proposed for the expansion of the current PIA site has the textural parameters required to be susceptible to liquefaction, which would result in areal settling and disruption of runway surfaces. The ground vibrations necessary to cause this fill material to 'liquefy' are within the range of ground acceleration and shaking duration to be expected from severe earthquakes in the Portland area. The effects of large distant earthquakes and of induced man-caused seismic vibrations also need to be considered." (I, C-24)

"The partial or complete loss of normal airport operation is possible due to subsidence or loss of slope stability in natural and man-made slopes which result from filled areas and earth embankments. The possible sudden addition of man-made fill and containments into the Columbia River during an earthquake could disrupt both the natural and the man-use functions of the river. Further the improper use of artificial land fill could lead to early deterioration of the runway facilities under the dynamic conditions imposed by both earthquake and aircraft-induced seismic vibrations." (I, C-25)

"Evidence was produced on discovery at the Port of Portland that indicates that PIA is near the epicenter of recurring earthquakes, the last major one being March 5, 1962, with two subsequent lesser ones. The Port's soils consultant, Dames & Moore, in their study of August 28, 1970, warn the Port of the potential danger of earthquake to the fill project and recommend further study.

"Discovery at the Portland District Office, Corps of Engineers, shows that the Port has not informed the Corps of the Dames and Moore report; hence the Corps files contain no record of the earthquake warning even to this day.

"Specifically, the Dames and Moore report states that:
1. Granular soils subjected to cyclic loading are subject to liquefaction, in which the soil mass acts as a viscous fluid.
2. Submerged, clean, poorly graded, loose sands characteristically are subject to liquefaction during severe earthquakes.
3. The PIA fill will have a 25 foot to 40 foot depth of such hydraulically placed sands subject to liquefaction, underlying an additional above-water fill to elevation 25 feet.
4. An earthquake of the November 5, 1962, magnitude would probably cause settlements of the airport runway.
5. Earthquakes of a greater magnitude would cause major slope failure.

"The possibility of liquefaction and probability of settlements show the correctness of Mr. Fernald's opinion that the mathematical model study of hydraulic effects done by Bauer Engineering simply assumed away its problems. Nothing is stable in an earthquake zone, least of all hydraulically filled dikes or channel banks. The mathematical model was indeed inadequate." (Plaintiffs' Trial Brief, pp. 83,84, Petterson et al vs. Resor et al.)

I. Preservation of historic sites.

The "balanced growth" alternative will preserve historic sites.

"Thus, Oregon's historical sites are rarer and hence more valued in their scarcity." (I, F-13)

"History is unmeasurable in the sense that we cannot quantify it in activity days or assign a dollar value and compare it to other values." (I, F-15)

"Turning now to the historical and archaelogical values of the Portland site, two major considerations are evident: first, the Indian villages and archaelogical sites on the Columbia River, and second, the Lewis and Clark expedition. The Columbia River section from the confluence of the Willamette River to the confluence of the Sandy River is rich in Indian history. According to Emory Strong, who has documented many of the Indian sites in his book Stone Age on the Columbia River, at least six Indian villages were found here (Map A). Further upstream, the Bonneville Dam area was previously a long and treacherous rapids used as a major fishing ground for migrating salmon. The Journals of the Lewis and Clark Expedition are a major source of information on the Indian villages as well as the appearance of the river and environs in April, 1806. At that time, Lewis and Clark camped on Government Island (they

called it Diamond Island) near what is now Jewitt Lake. On the south shore where the airport now stands, an Indian village was located. Clark apparently stopped here and impressed the natives with matches and his compass. No remains or artifacts from this village have been found.

"In the future other historical artifacts may be uncovered from the overland Astor expeditions of 1811 and 1812 and from the beginnings of the Oregon Trail, the Barlow Trail, and the Applegate Trail. The Applegate party discovered an alternative to the Oregon Trail when their party capsized on the Columbia River rapids and several members drowned. This was one of the most treacherous parts of the trail, and alternative routes and passes over the mountains were highly valued. More research from these early expeditions may uncover additional historical values in the environs of the Portland Airport." (I, F-16,17)

"The Fort Vancouver National Monument will be seriously affected by the proposed airport expansion, highway and bridge..As a matter of fact, however, the National Monument will be seriously impacted by noise, air pollution, water pollution and possible erosion of its shoreland on the Columbia River." (Plaintiffs' Trial Brief, Petterson et al vs. Resor et al, p. 35)

"That the Lewis and Clark Trail and the Oregon Trail are trails of tremendous scenic, recreation and historic value was recognized by Congress when it directed that they be studied for inclusion in the Trails system. That the area of the Columbia River in the vicinity of the proposed airport, highway and bridge project, including the islands, waters and shorelands, are an important part of those national trails is clearly established by historical records and studies already done...

"In Trails for America, the 1966 report of the nationwide trails study by the Department of the Interior, the Lewis and Clark Trail was suggested for designation as a national trail.

"In 1968 Congress designated the inbound and outbound routes of the Lewis and Clark Expedition for further study to 'be the basis of appropriate proposals for additional national scenic trails which should be submitted from time to time to the President and to the Congress,' Further reports from the large, multi-state Lewis and Clark Trail Commission have also been rendered, supporting the establishment of a national scenic trail.

"That Government Island (which would be cut through, partially buried, used for a jet runway, and effectively destroyed), was the campsite of Lewis and Clark has been discussed many times including the recent, well-researched article by the Marine Editor of the Portland Oregonian. In an ironic twist, after all the permits were granted, the landscape architect retained by

the Port of Portland for the airport expansion plans proposed a viewpoint and historic monument at the edge of the north jet runway 'to commemorate the journey of Lewis and Clark...' Visitors to the National Lewis and Clark Trail could don earplugs and face masks to enjoy the Lewis and Clark campsite on Government Island under the new north runway and the roar and stench of jet airplanes." (Plaintiffs' Trial Brief, Petterson et al vs. Resor et al, pp. 38-42)

J. Preservation without alteration of fishery resources; preservation of Government Island Drift.

The "balanced growth" alternative will avoid the risk of altering fishery resources.

"Filling operations definitely will destroy a considerable portion of the Government Island Drift. Owners of the drift right will need to be consulted to determine if the new channel will provide a satisfactory substitute.

"Dredging and filling operations will need to be conducted with great care so that suspended sediments and turbidity are minimized. During previous periods of extreme high water, overburdens of silt and flotsam have been associated with a retardation of the upstream movement of salmon. Further, excessive silt is potentially harmful to developing eggs and embryos of salmon, shad, and eulachon; reduces bottom-food organisms; and is selected against as spawning sites by salmon." (I, G-17)

"The Columbia River is world famous for its varied and valuable fishery resources...The fishery resources of the Columbia River include at least 48 species which could be affected by alterations to the river in the vicinity of Government Island." (I, G-1)

"The gross economic value of the Columbia River sport fishery in 1965 was estimated at $47 million. Considering increased costs and disposable incomes, a gross economic value of $50 million is a conservative estimate for the current value of the sport fishery resource for salmon and steelhead. This estimate does not include values for the sport fishery for sturgeon, American shad, cutthroat and rainbow trout, and the various warm-water game fishes of the Columbia River.

"No dollar value can be placed on the non-economic fishery resources of the Columbia River. The widely accepted intrinsic and aesthetic worth of these fishes defies evaluation on a monetary scale. Modern ecological thought dictates that the non-economic species are an essential thread in the web-of-life of the river and as such must be protected." (I, G-15)

K. Minimization of negative effects of air pollution.

The "balanced growth" alternative will minimize the negative effects of air pollution.

> "Air pollution is generally rated by the air transportation industry as second to noise as a critical pollution problem." (I, 0-15)
>
> "Takeoff and landing of planes constitute only a small portion of the total air-pollution burden around a major airport. But this problem has been one of the sources of greatest concern due to the highly visible smoke (carbon particulate) trails. An increasing burden is caused by the idling and taxiing operations associated with the vast increase in the number of flights. A recent study at the Los Angeles Airport showed that over half of the aircraft emission sources were from these operations.
>
> "The other major air-pollution source is emissions from the large number of automotive vehicles associated with an airport. The major contribution comes from the many vehicles bringing passengers to and from the airport and traffic in the vicinity of the airport." (I, 0-15,16)
>
> "A recent federal study on meteorological potential for urban air pollution shows western Oregon as having the highest potential in the continental United States because of restricted natural ventilation. The potential was considered to be appreciably higher than in the Los Angeles Basin, for example. According to this study, if major urban and industrial developments occur in this critical section of Oregon, air pollution could be extreme--in fact, the most extreme in the country.
>
> "The severe pollution incidents occurring in western Oregon in the summer or fall of each of the past several years are not considered isolated and rare events. Rather, they can be expected to occur with regularity in the future. They are a result of air pollutants released into and held by a naturally occurring stable atmosphere." (I, 0-19)

The "balanced growth" alternative would minimize the negative aspects of the air-pollution problem in both areas of concern, the burden caused by increased operations and that caused by automobiles. As pointed out earlier, the runway capacity that exists under the current configuration would be adequate to handle aircraft

operations through and perhaps beyond 1990. Since this is the case, the runway capacity that would be created by placing fill in the Columbia River and paving it could be considered excess or unnecessary. The "balanced growth" alternative would successfully limit and minimize the amount of air-pollution produced in aircraft taxi operations, and at the same time would minimize the air-pollution created by automobiles bringing passengers to and taking them from the airport. As the City of Portland has seen in trying to develop a strategy to meet the demands of the clean air requirements, automobile use corresponds to the space provided and the ease of operation. For PIA, this simply means that expanded parking provisions will guarantee expanded automobile use. And expanded automobile use will create expanded air-pollution problems. The "balanced growth" alternative would operate both as a disincentive to the automobile and an incentive for the development of a convenient and flexible system of mass transit to serve the travellers who wish to use the service provided by PIA.

L. Better control of population growth.

The "balanced growth" alternative will provide for better control of population growth between now and 1990.

> "Under the 'Do-nothing' alternative, population growth and distribution for 1990 is expected to be that projected for 1980 if PIA were expanded (see Land Use Section, Appendix A)." (III, A-8)

We understand that statement to mean that the adoption of this alternative would give us the projected 1980 airport-related population under the Port's expansion plan in 1990. It is only logical that

under the "balanced growth" alternative, population growth would be more adequately planned and provided for.

By adopting the "balanced growth" alternative, we would provide ourselves with a 10-year period in which to do social and physical planning for a population that otherwise would be upon us 10 years sooner. In that sense, "balanced growth" applies not only to airport facilities, but to general area and regional growth of population and economics.

M. Provision of incentive for faster development of mass transit facilities; incentive for tighter systems scheduling of air-ground interface.

The "balanced growth" alternative will encourage the implementation of mass transit as a solution to ground-side congestion.

> "In this context, the 'Do-nothing' alternative which may require a greater use of wide-bodied jets during prime arrival and departure hours to accommodate passenger needs in the 1980's may also require as a result, earlier reliance upon mass transportation to provide timely access. As discovered by the Port of New York, good systems planning may double the capacity of an airport complex to handle passengers, but only mass transportation can assure surface access." (III, A-15)

> "Similarly, the 'Do-nothing' alternative by encouraging use of wide-bodied jets to avoid airfield congestion would provide the incentives needed to justify demonstration projects which, like 'Sky Lounge', would link conventional mini-buses and hovercraft with a right-of-way capable of by-passing traffic barriers between the CBD and the airport." (III, G-32)

> "We do expect to do a lot more toward motivating local officials to think about the airport in terms of a total transportation system. One of our principal projects at FAA is the development of integrated transportation 'hubs', where there will be as many as three or four transportation modes threading through one common facility.
>
> "We hope, for example, to make it possible for a person to get off the plane and on the train or off the train and on the plane at the same terminal, or on a bus or a helicopter to

complete the journey to his ultimate destination." (John H. Shaffer, interview in U. S. News and World Report, August 10, 1970)

"Ground access to airports is mostly by automobile or bus, causing added congestion on highways and resulting in ground travel delays for both the air passenger and the local commuter. Congestion and delay for the air traveler increases the premium for locating airports closer to urban centers, and thereby also increases both the direct economic costs to the community of land-taking and the social costs of operating noisy planes near areas that are, or soon will be, densely occupied by homes. This unhappy spiral of social and other community costs is a consequence of failure to plan an integrated ground/air transportation system that properly allocates the direct and social costs to both the traveler and the community, both of which benefit from the provision of this service." (Jamaica Bay and Kennedy Airport, p.10)

"Airport owners seek to minimize the costs to them of providing ground access to the aircraft. The passenger is urged to travel to the front door of the terminal by private auto or taxi, for which the airport provides a minimal roadway connection to the nearest congested interstate highway or municipal freeway. The capital and operating costs to the airport are least for this system, but the land requirements for internal roadways and parking lots are maximum. Kennedy is no exception to the rule that groundside airport transportation is even less well planned than airside.

"The Port of New York Authority (PONYA) has plans for development of ground transportation within the number of air passengers at Kennedy Airport by 1980. Except for the commuter railroad link, these plans make no provision for decreasing the congestion problem outside the airport. Unless alternate means of transportation, such as bus travel from outlying terminals (especially in suburban areas) are employed, and private automobile travel directly to the airport is discouraged, ground congestion and delay will continue to make travel via Kennedy Airport a harrowing experience." (Jamaica Bay and Kennedy Airport, p.24)

"The scheduling of air service is regulated by the Civil Aeronautics Board (CAB), and the maintenance of safe flight practices is supervised by the Federal Aviation Administration (FAA), yet neither agency is concerned with efficient use of the airways. When airport airside capacity is being strained, as it is today in the New York metropolitan region, the most efficient utilization of the existing air space and facilities cannot be achieved under the present circumstances, in which the FAA, the CAB, the commercial airlines, the general aviation

aircraft owners and the airport operators (the Port of New York Authority) are able to act almost independently of each other. The practices of each are designed to maximize the gain to each rather than to minimize the cost to the system. As a consequence, the system becomes needlessly overloaded, resulting in congestion and delays and further demands to expand runway capacity. This inefficient operation of the air transport system is translated into premature demands for more land for airport use." (Jamaica Bay and Kennedy Airport, p. 12)

"Highway builders have been spectacularly unsuccessful at building zero congestion peak hour systems; the morning and afternoon agony of the automobile commuter in metropolitan areas is well known to us all. When examining the aviation delay problem, a striking fact is evident: the Official Airline Guide will show that at busy airports, many aircraft departures and arrivals are often scheduled at precisely the same minute of the same hour. There is absolutely no way to depart or land two air carrier passenger aircraft safely on the same runway at the same time. The question is then how many runways are required? Overall passenger load factors for domestic airlines have been declining steadily during the 1960's from the level of over 60 percent achieved during the piston era...

"Solution to the congestion problem is not solely dependent upon increasing aviation system capacity. Little use has been made of off-peak pricing schemes to shift demand to non-rush hour periods. The scheduled airline industry is far more able to respond to increasing demand by purchase of aircraft than are the federal government and airport sponsors able to increase capacity by capital investments in runways, taxiways, and control facilities. Moreover, the cost of providing zero congestion peak hour capacity within the aviation system would be astronomical, even if it were physically practical. Obviously, much attention must be given to the system capacity problems during the 1970's, but all members of the aviation community must address the problem in a realistic manner...

"The congestion problem illustrates that perhaps a more effective method or philosophy will be required to deal with such problems in the future." (The National Aviation System Policy Summary, Department of Transportation, pp. 55-7)

This point--the incentive provided for the faster development of a viable system of mass transit to serve the airport and a tighter system of air-side scheduling--is one of the crucial aspects to the expansion of PIA and particularly to the case to be made for

detail some of the possible ways in which ground-side transportation needs may be met. Obviously a mass transportation system that would obviate the need for one parking space for each 700 annual enplaning passengers would also obviate the need for spilling PIA into the Columbia River. In this sense, the "balanced growth" alternative would commit the Port to staying within the confines of its present land site. It would require a more thorough and effective use of that site, and would encourage more far-sighted solutions to the ground-side transportation problem than those provided by the simple construction of increased parking. While it may be argued that the Port could expand its parking space supply and implement a program of mass transportation, the City's experience in developing a strategy to meet the demands of the 1975 clean air requirements shows absolutely that to be effective a system of incentives for mass transit must be coupled with a system of disincentives to the automobile.

The second direction in which the Port could seek to accommodate growth without unnecessary spatial expansion is through a tighter systems approach to aircraft scheduling. The interface between the system of air-side traffic and the system of ground-side traffic is critical. As suggested by the FAA and the National Academy of Sciences, one possible direction for a non-spatial solution to this problem is through the installation of a series of measures to increase the efficiency of operation along that interface. The measures mentioned by the National Academy of Sciences include:

- higher handling fees scaled to discourage general aviation use during peak hours and excessive schedule frequency by air carriers. Fees should be set at the level that equates

airport capacity with use. Income from fees in excess of operating costs can be used to alleviate adverse environmental effects of the airport.

- airline scheduling that eliminates wasteful duplication among competing airlines simultaneously serving the same markets.
- air-fare differentials that will encourage a shift of patronage to off-peak hours.

While the argument has been made that the Port lacks the authority to implement these measures, the mention of this strategy by both the National Academy of Sciences in its Jamaica Bay study and the FAA indicates that it is not that far from being realized. The fact that Washington National operates with a curfew indicates that the authority does exist for the regulation of schedules. Only recently the Supreme Court has agreed to hear the case of City of Burbank vs. Lockheed Air Terminal, Inc., which challenges the federal pre-emption of curfews on airports, one indication of the seriousness of this scheduling consideration. Further, the decision handed down by the court in National Resource Defense Council vs. Morton would indicate to us that the Port has the responsibility, in preparing this impact statement, to include all relevent strategies and proposals, regardless of jurisdiction or implementing authority. In addition, the Port does have the authority to regulate its own landing fees and schedules of landing fees as one step toward shifting the off-peak hour use of the airport.

N. Responds to popular support for environmental protection.

The "balanced growth" alternative responds to popular support for environmental protection according to resource team surveys.

The "balanced growth" alternative eliminates the need for the PIA facility to expand into and fill the Columbia River and comparatively reduces air pollution.

"Attitudes of respondents to the survey conducted for this study seemed to parallel those expressed in national surveys as reviewed in the Psychology Section, i.e., growth is favored but not at the expense of environmental quality. Specifically, more respondents in total approved of airport expansion than disapproved (46 percent approved, 36 percent disapproved, 18 percent neither). The Vancouver sector was again an exception to the general response, with 64 percent disapproving, 23 percent approving and 13 percent neither. However, the general approval of expansion was not at the expense of environmental quality." (III, A-55)

"Despite general approval of expansion, the respondents view the Port's actual proposal with little enthusiasm. Only 7.8 percent of the total sample chose this plan. Plan 3, which also entails changing the river bank and islands was chosen by only 12.7 percent of the respondents.

"Plan 2, which entails no change in the present shoreline, was chosen by 23.0 percent of the respondents. This is a slightly greater percentage than chose the plans involving changes in the river configuration. The largest proportion chose plan 4 (39.1 percent). An interpretation congruent with the finding in Table 12 (a majority of the respondents favor expansion) is that while growth is still a dominant value for a majority, concern with the river in this specific case is an overriding factor. This is clearly seen when the percentages favoring the proposed plan and Plan 3 are compared with Plans 2 and 4 combined.

"The proposed plan and Plan 3 which involve changes in the existing shoreline and islands were chosen by 20.5 percent of the respondents, while Plans 2 and 4, which do not involve such changes, were chosen by 62.1 percent." (III, C-41,42)

"4. The plan for runway expansion most favored is for creation of two new north/south runways, with rotation on existing land (no river fill).
5. There is strong opposition to filling in the river, primarily for ecological reasons, and secondarily for economic reasons.
9. About one-third of those responding to a series of ecological arguments expressed a consistent belief that we must put up with increased inconvenience, cost, and a relative decrease in standard of living in order to protect the environment." (III,C-50)

"The reasons given for favoring each particular plan indicate that the greatest concern for airport users is changing the river. Of 38 people who discussed the plans, 21 expressed opposition to filling in the river. Four of these were opposed primarily for economic reasons, and 17 for ecological reasons." (III, C-61)

O. No change in noise exposures.

The "balanced growth" alternative means that there will be no change in noise exposures due to runway re-alignment. We have already treated this heading under the rebuttal to the Port's list of disadvantages. Our basic position is that asserted by the National Academy of Sciences: that significant improvement in noise abatement cannot occur through runway re-alignment, but only through the development and implementation of quieter engines for aircraft.

P. Does not foreclose future options for growth and expansion and is less irreversible.

The "balanced growth" alternative does not foreclose future options for growth and expansion and has fewer irreversible negative impacts.

"Where competing needs are very pressing, and the alternatives for meeting them are clearly incompatible, decisions must be based on the values attached to the cost and benefits of alternative uses, both present and future. In these circumstances, greater weight should be given to the course of action that is less irreversible or that holds open the greater number of options for future choice." (Jamaica Bay and Kennedy Airport, p.8)

Q. Encourage use of other techniques than spatial expansion as means for problem-solving, particularly through the use of technology.

The "balanced growth" alternative, by limiting the reliance on space as a solution to growth problems, encourages the use of technology and other non-spatial resources as techniques for

problem-solving. Following is a list of assumptions through 1992 relating to technology prepared by the Aerospace Corporation, El Segundo, California.

Assumptions Present Through 1977

Upgraded anti-skid systems and cockpit speedometer installations for more optimum use of high speed runway entrance and exit.

Improved passenger/cargo access and ground handling, including modern forms of rapid ground transit systems and separate runways for "feeder" operations.

Personal rapid transit systems will be employed at selected airports as a means of demonstrating solutions to the access problem and as intra-airport transit systems.

Some individual proof-of-concept demonstrations of rapid ground transportation will compete with short haul air, but no general competition will develop in this time frame.

Justifiable use of modern high speed ground transit systems from areas of high air traveler demand can obviate the need for commuter airlines to provide a feeder service, thereby conserving scarce operational slots for larger, high density seating long and medium haul aircraft.

While not directly improving capacity, diversion of short haul operations to other airports, where appropriate, relieves demand and permits normal operations buying time to provide capacity enhancing features.

Diversion of short haul to other appropriate airports will relieve some over crowded major airports.

Using GA airports and "off-the-shelf" micro-wave landing systems will provide service to the true origin or destination of the traveler.

Airports designed to facilitate access and ground handling will find favor with the traveler.

The ATC improvements which minimize delays on the ground and in the air meet the objectives of the traveler and shipper to minimize the time and cost to him.

Larger STOL aircraft will be capable of operating from airports and within the system described above.

New aircraft (STOL or VTOL) designed to the new CAB exemption standards of 30 passengers or 7,000 lbs. payload will make available a better quality of service for those areas now lacking it, but which can possibly support it.

New STOL aircraft in the 50 passenger size will provide a better level of service than can be accomplished with presently available aircraft.

## ASSUMPTIONS 1978 THROUGH 1982

True STOL aircraft will be introduced employing turbofans and high lift devices which will be capable of carrying medium loads at high speeds. Size and performance will be 50-60 passenger cruising approximately 500 N.M. at 30,000 ft. at Mach. 8, takeoff from 2,000 ft. runway. Noise figures in the range of 95 to 100 db.

Airports designed primarily for the short haul mission will be developed. They will be more conveniently located to the demand and provide rapid ground handling for both passengers and the aircraft. These will handle CTOL, VTOL or STOL depending on the particular needs of the areas. Few STOL ports will be elevated; however, VTOL ports may in more instances be elevated.

A variety of personal rapid transit systems will have been proven and will be available to adapt to the peculiar needs of airports for access and intra-airport transportation of people and goods.

High speed rapid transit will be established in many high density short haul travel markets and will be in direct competition with air travel.

The exposure of a larger portion of the population to the benefits of air travel, resulting from higher standards of living, more leisure time, wider spectrum of air service, lower fares, and a larger labor force involved, will result in better acceptance of aviation by the community.

Improved road and mass transit access to airports plus diversification of airports reduces the air pollution attributed to congested auto access.

The changing character of air travel will place diminished demands on the airlines to bunch their schedules tending to reduce peak loading on airport access.

The microwave landing system will lead to a relaxation of runway separation criteria allowing independent operation of parallel runways 2500 to 3000 feet apart, thus permitting additional runway construction at airports which are currently constrained by the 5000 foot separation criteria.

STOL, VTOL and the ACLS will allow the development of short haul terminal facilities nearer the user's O & D points designed with the user in mind.

STOL, VTOL and ACLS relieve constraints on airport locations.

The improved aircraft of this time period will reinforce the trend started earlier by the low wing loading STOLs.

## ASSUMPTIONS 1983 THROUGH 1992

Specialization of air transport airports along functional roles will be a viable consideration in many areas of the nation. The four roles are long haul (transcontinental range as a minimum), medium haul (range 500-2000 NM), short haul (under 500 NM) and cargo.

Diverse airline routes, low fares and a tendency toward less dependence on the auto will stimulate more air travel.

"The present air-traffic-control system is outdated. The technology for an improved system already exists. Its development into a national and international system can occur only through action by Congress and federal authorities. While the cost of this new system would ultimately be shared by the air traveler and the general public, it would bring great benefits to local communities by increasing the utilization of existing facilities and decreasing the demand for additional land for airport expansion. Without improved air-traffic-control, the air space will be under-utilized while airports proliferate, pre-empting land that might better serve other purposes." (Jamaica Bay and Kennedy Airport, p.11)

"Given our long history as a people unaccustomed to having horizons set for us, no small effort will be required to educate ourselves to the fact that because of ever more stringent environmental and fiscal limits, we are at a point where changing the way we do things may present in certain

instances our only acceptable alternative for improvement. Doing more of what we have always done is in many cases simply no longer feasible." (Secretary John Volpe, First Annual Report on the Implementation of the Statement on National Transportation Policy, p.5)

"Airport expansion is in most large metropolitan areas virtually a moot alternative. There is some promise of alleviating air traffic congestion through the application of more efficient air traffic control technology." (First Annual Report on the Implementation of the Statement on National Transportation Policy, p.13)

R. More effective use of existing public resources and facilities.

The "balanced growth" alternative provides for more effective use of existing public facilities and resources. This includes the current physical resources at PIA, the recreational resources of the islands, the resource of the Columbia River, and such social resources as Tri-Met.

"The existence of a public need for a service such as air transportation does not automatically pre-empt scarce public resources for its satisfaction, especially in view of other competing essential needs. The travel need must be seen in its true dimensions and in relation to others that are equally pressing. In every case, the use of public resources to satisfy a need must meet the test of good stewardship, namely, that these scarce resources are used efficiently and economically rather than wastefully." (Jamaica Bay and Kennedy Airport, p.9)

S. Encourages regional planning and utilization of system of regional airports.

The "balanced growth" alternative encourages the development of regional planning and a system of regional airports to provide a balanced network of transportation.

"Q: If you were given a free hand, what kind of airport would you build?
A: I have already mentioned Dulles International at Washington as my idea of the best concept for passenger handling at a high-density hub airport. But we also need satellite and reliever airports around the major airports. So, under the new program

of federal aid to airports, which President Nixon signed into law on May 1, we will build 800 new airports over the next five to ten years. Some of these will be large and medium-size hub airports.

"But the major thrust of the Department of Transportation's plan is to develop reliever or satellite fields that will help spread air traffic over more of the available space around and above a city, instead of pouring it all into the neck of a funnel at one major airport. These smaller fields will capably handle a lot of the private and business-aircraft traffic.

"And not far off, I see some separate facilities for air freight with automated capability adapted to freight handling and containerization. Right now, these second-generation jets with their wide bodies are carrying both passengers and air freight, but by the end of this decade I expect to see more exclusive use of the airplane for freight." (John H. Shaffer, in U.S. News and World Report, August 10, 1970, pp.39-40)

T. Relieves the cost of litigation and the cost of delay from litigation.

The "balanced growth" alternative would potentially reduce the costs created through litigation and the expense of delaying expansion. The Port's plan for expansion is currently being delayed through two suits. In the Plaintiffs' Trial Brief in Petterson et al vs. Resor et al it is stated:

"(c) a stipulation has been filed in this court in Citizens Committee v. Resor and adopted in the record of this case except in certain agreed areas not affecting the islands at issue there will be no dredging in the concerned areas of the river and that there will be no filling in those concerned areas of the river and that there will be no filling in those concerned areas, and that there will be no actions affecting the status quo of the islands..."

This would indicate that there will be no action regarding the Port's plan until the final ruling by the final court, a delay which will undoubtedly affect the cost/benefit breakdown of the project. Furthermore, the second suit, contesting the Port's ownership rights to Sand Island, if resolved against the Port's

position, could add to the expense of the project, not only in terms of delay, but also by increasing the cost of condemning Sand Island. The length of delay will undoubtedly affect the expansion project by the increasing cost of money over that time period. Finally the Supreme Court's refusal to hear an appeal of a lower court's ruling that agencies must draw up their own impact statements (Green County vs. Federal Power Commission, reported in The Oregonian, Thursday, October 12, 1972) may render this Port-drawn impact statement irrelevant. In this event, the "balanced growth" alternative would again result in significant savings from litigation avoided.

U. Ability to respond to needs as needs develop.

The "balanced growth" alternative allows the Port to respond to needs as needs develop, permitting a flexible response to growth. This point is mentioned in George Baldwin's response to Hans Sperber cited above:

> "As you are aware, our first stage development of terminal facilities is based on currently existing needs and does not, from the practical standpoint, involve unnecessary expenditure of funds. It will be several years before available facilities exceed the need and at such time, we will hopefully have a more finite picture of what the aviation trends actually are."

This statement indicates to us that the Port's expansion plan actually is based on future uncertainties. The "balanced growth" alternative would, on the other hand, provide the meeting of needs as they develop, rather than a "fill now, expand later" approach.

V. Unnecessary to move military.

The "balanced growth" alternative makes it unnecessary to move the military, a $13 million expense with little or no benefit. This is particularly the case considering the fact that the military is willing to leave the PIA site entirely were someone else to provide the relocation funding. Furthermore, according to a letter from Governor Tom McCall, quoted on pages 152-3 of Plaintiffs' Trial Brief, the military at PIA has a limited life:

> "I am informed by the Port of Portland that the airlines and the FAA have serious reservations about underwriting the Port's plan as long as the military operates high-performance, weapon-carrying, jet-fighter aircraft on the same airport. I have concluded that the solution to this immediate problem, and an action consistent with my view of the prospective overall role of our state's Air Guard, is a change of mission for the 142nd Fighter Group.
>
> "Ultimately, we should consider also the feasibility of moving military flying units from Portland International Airport. A recent executive session of the Columbia River Association of Governments requested such a move as essential in its overall planning for development of the Portland region. The Association has found that noise generated by fighter aircraft is unacceptable in the midst of a large metropolitan area.
>
> "Looking toward the longer range area, I have directed my staff to investigate all possibilities for relocation of military flying units from Portland International Airport. A change of mission at this time would greatly facilitate our efforts."

Thus, it appears to us that the "balanced growth" alternative would have the added advantage of saving the $13 million expenditure for relocating the military against the day that the military would be removed altogether from PIA.

W. Phasing of growth avoids generating unwarranted demands.

The "balanced growth" alternative would permit a more careful phasing of growth and thus guard against the generation of unwarranted expansion demands. We have already mentioned above that the Port's proposed plan would provide more runway capability than would be necessary. Since the current runway configuration is more than ample for the level of aircraft operations according to the FAA, providing more capability than necessary would only generate unwarranted growth. The Port's proposed plan thus runs the risk of a Parkinson's Law-type cycle.

Conclusion

This list of advantages for the "balanced growth" alternative indicates the number of considerations omitted from the Port's draft impact statement. While making the strongest case possible for the "balanced growth" alternative, we have made as well, we feel, a strong case for the re-drafting of the "balanced growth" alternative to reflect these and other considerations. This is a large job, one which requires a joint effort on the part of a committee, working for 30 days. We, therefore, recommend that the Steering Committee approve a 30-day extension and appoint a working committee to draft a more fully developed and thoroughly documented statement on the "balanced growth" alternative for inclusion in the Port's impact statement.

The Port of Portland, in assessing the ground transportation alternatives facing it, must first recognize that it is in the midst of a "positive feedback" cycle in the use of the private-passenger automobile. As more facilities to service the automobile are built, the more difficult it becomes for other modes of transportation to compete with the automobile; and the more likely it becomes that more facilities to serve the automobile will be "required," and therefore built. As urban sprawl in the Portland area continues, more freeways are needed to serve that sprawl, and those freeways encourage more sprawl. As additional parking is built, it becomes more possible to use the freeways more efficiently, and efficient use of the freeways requires more parking, and so forth.

The transportation planner (and the Port of Portland surely falls within that category), is trapped by this positive feedback cycle. For as he documents the need for each part of his transportation system, the transportation planner demonstrates that each part will shorten user time, based on origin and destination studies. But the increase in sprawl generated by that part of the system when it is constructed, negates the expected time savings, when those savings are considered for the system as a whole. This is proven by figures which demonstrate that the traveler within an urban area is actually taking more trips and longer trips (in terms of time spent) each year.[1]

1. "Emerging Patterns of Urban Growth and Travel", by Alexander Ganz, Highway Research Record No. 229, 1968
"Automobile Ownership and Residential Density," by John B. Lansing and Gary Hendricks, the University of Michigan, 1967

It is generally considered that the amount of travel is an indicator of the affluence of a society, and this is undoubtedly true for travel between cities. But one must ask whether the time spent behind the wheel of an automobile within the daily conduct of one's business inside of an urban area is a "farinaceous" commodity, the use of which increases as true affluence decreases. In short, within the context of an urban system, is not that system of transportation best which transports least?

The positive feedback cycle with all its travel-causing ramifications is reflected in the figures which the Port uses to justify its expansion of airport parking, and therefore the expansion of the airport. For example, in the justification on page 22 of the Impact statement, it is said that "Automobile, bus, limousine and taxicab traffic to the terminal has been established as 1-1/2 vehicles per enplaning passenger." And on page 24, "parking requirements for passengers and visitors are estimated to be one position for each 700 annual enplaning passengers, plus additional positions equal to 25% thereof for terminal employees." Since no explanation is given for the source of these estimates, it must be assumed that they are straight-line projections based on current data, and thus part and parcel of the "positive feedback" cycle. That this is so becomes even clearer in the Transportation section, on page 147 of the document:

> "Nearly all traffic to the airport is by auto. The PVMTS plan as currently adopted projects that this will continue to be so. Figure 27 shows the existing, committed to 1990 and planned freeway network, and major arterials."

And on page 150:

> "Even if mass transit is vigorously promoted by the agencies other than the Port and citizens of the Metropolitan area who must decide on alternative mode development, it is still likely that auto usage will predominate until 1990 or beyond."

The transportation planner typically hopes that everyone will stop right there. His assumption that these straight-line projections are valueless will be shared, he hopes. The demand is there and it must be met, he tells us. In fact, in a "system" sense, the ability to travel freely affects demand, and the ability to travel freely depends upon the supply of transportation facilities. The government largely controls the supply of transportation facilities. The positive feedback system works here, too. As travel on autos increases, competition with the auto becomes more difficult because the auto causes land use to be sparse. As the government has set up a system of supplying highways through a user-tax, but has set up no such system for mass transit, the government now participates in the positive feedback cycle to build auto use while destroying transit use.

So, in fact, because the government has built this system to supply auto facilities, the consumer of auto travel has been served. Our technology is flexible. Just as easily, the government could remove that supply system and build a system to supply transit facilities, if the "political will" were there to do so. The "political will" ought to depend, at least in part, on the effects of not doing just that. In short, we must ask what will happen if we continue our current planning based on straight-line projections of auto use?

To learn the effects, we should turn to the documents referred to in the Port's environmental impact statement, basically the PVMTS plan for freeway and arterial construction. Major results of that plan will be the construction of four new east-west freeways through the Portland area within the next 20 years. They are (from north to south) the Whittaker Freeway, the Rose City Freeway, the Mt. Hood Freeway and the Multnomah Blvd.-Johnson Creek Freeway. Those freeways, if built, will all handle considerable traffic to the airport. They are distinctly part of the Port's projections. Yet those freeways, if built, will remove well over 10,000 people from their homes. They will destroy neighborhoods. They will rapidly accelerate the inability of our local transportation system to serve the aged, the handicapped and those too poor to own autos, because those people will have to travel farther on a less competitive transit system. They will significantly complicate our air pollution problem. They will require at least one more major crossing of the Willamette River. They will remove millions of dollars of taxable property from the City's tax base. They will remove thousands of acres of open space simply by making it easier to live in the suburbs. And perhaps most importantly, when those freeways (and the 20th Avenue Expressway, the Going Street Expressway, the Rivergate Freeway, and others also in the PVMTS plan) are built, we have no assurance that there will not be considerable peak-hour congestion on all major roads leading to the airport. Highway builders have been spectacularly unsuccessful in building zero-

congestion peak-hour systems. We have the Marquam Bridge in Portland as a classic example. Los Angeles and Houston have shown us that there does not seem to be an equilibrium point. There does not seem to be a point when the positive feedback cycle ends and the demand to spread out ceases. Local highway planners are free to admit that upon its opening the Mt. Hood Freeway, if built, will operate at a level of service that is not currently considered acceptable by planners.

What, then, is the Port of Portland's responsibility in this area of ground transportation? The Port has been very cautious not to take too much responsibility. That is undoubtedly wise. Certainly the major suppliers of ground transportation facilities have a much larger role to play, in this case Tri-Met and the Oregon State Highway Department. Too, general governmental jurisdictions have a large responsibility, in this case principally the City of Portland, Multnomah County (the Whittaker Freeway, for example, will be almost wholly outside the city, but in the county), and the Columbia Regional Association of Governments, which is given the responsibility for transportation planning in this area by the federal government, which itself supplies most of the money for transportation facilities in the area.

However, serious questions have been and ought to be raised about the transportation planning being done by Tri-Met, CRAG and the State Highway Department, at least as that planning is represented by the PVMTS plan and the yet-to-be-accepted 1990 transit plan. Neither of those plans has official status with the City of Portland, for example.

Yet, the Port is basing important decisions upon that planning. The Port, therefore, becomes subject to criticism for accepting that planning. This is an unfortunate position to be in. However, it should not be argued that the Port of Portland must accept the planning done by others, if for no other reason than that the Port has a responsibility as a major "generator" of traffic. But there is even a larger responsibility the Port shares. For the airport is itself a transportation facility and therefore either competes with or complements ground transportation. By integrating its planning successfully with ground transportation, the Port can legitimately take a leadership position in transportation, a position that what must be developed is a system of transportation that includes all modes and is designed to achieve goals which include a higher quality of life.

This is a case for keeping our options open and taking a leadership position in seeking solutions which are, in fact, solutions. How the Port can go about that is first hinted at in a 1968 study made by the Port called "Air Passenger Landside Origin and Destination Study." Among other things this study notes that 78% of all land trips to or from PIA begin or end in the urban portion of the PVMTS area and that the business core area is the origin or destination of fully 28% of all land trips to and from PIA and that 52% of air passenger trips are made by air travelers who reside in census tracts containing 20% of the population. All of these figures speak to the fact that ground

transportation to and from the airport is quite highly concentrated in its travel routes compared to average passenger trips in the area. There is another statistic that tells us much about the similarity of the persons using the airport besides the fact that many of them live in the same neighborhood. This is the statistic that 6[illegible]% of all air travelers gave business as the main purpose of their air trip.

We have no reason to believe that these fairly well concentrated passengers will make decisions about how they go to and from the airport on a basis that is any different from the manner in which people generally choose their mode of travel. Given ample information about available choices, decisions will usually be made based upon consideration of time and money. If the trip becomes too long or too expensive on one mode, another mode will be chosen. Currently, mass transit, whether by rail or rubber tire, is not competitive on a time basis, except from downtown, with the DART limousine service, the ridership of which is growing. Taxis, another form of public transportation, are generally too expensive, running upwards of $4.00 from downtown, for example.

As the environmental impact statement says (pg. 160),

> "Despite problems it still is a fact that the airport can generally be reached by auto from anywhere in the PVMTS zone in half an hour or less. Until that convenience becomes substantially reduced it will be difficult to divert significant traffic to modes other than the auto."

Difficult, yes, but not impossible.

The current lack of decent competition for the private passenger automobile to the airport does not mean that competition cannot be created. In fact, we would suggest that it would be cheaper, on a systems basis, all community values considered, to develop the competition than to rely on the auto as the dominant means of transport, building the freeways and parking.

There are four basic strategies involved in making transit more competitive:

a) Allow the congestion to develop on the freeways as it currently is developing. On Page G-10 of the support studies document III, it is noted that,

> "Traffic on the Banfield Freeway which is indicated as the primary access route for approximately 50% of the trips generated by air passengers is already becoming unstable during peak hours (7-9 A.M. and 3-6 P.M.) as a result of loading at 120% of design capacity. Completion of I-205 without prior completion of the Mt. Hood Freeway is predicted to aggravate traffic on the Banfield rather than reduce it."

This, of course, means that it is going to take longer to get to the airport by private passenger auto, making any transit trip more competitive, if it can develop an exclusive right of way.

b) Make the use of the private passenger auto more expensive. This can be accomplished in several ways (parking fees, emission fees, etc.), some of which may require state legislative action.

c) Make transit more competitive by lowering its price. This would involve subsidizing the DART limousine service or any new transit routes developed by Tri-Met or others. Monies for this subsidy could come from a general ground transportation tax placed upon all ticket fares through the airport. Or it could come from the increase in parking fees suggested above.

d) Make transit more competitive by making it more convenient to use and faster in total elapsed time. This could also involve a subsidy as suggested in (c) above. There are a number of ways which a subsidy could be used to improve transit service, including some which are put forth in the resource material. But before laying out these alternatives in somewhat more detail, it is well to take a look at statements made in the resource material noting that such alternatives should be examined more closely than they have been:

> "Even so, from the data in hand, it would not appear that the Port of Portland had closely coordinated surface transportation needs with various system alternatives against alternative projected surface transportation trips generated to and from the airport over various time segments, e.g., 1980 and 1990, with concerned agencies and firms." (III, G-92)

Also,

> "The 1990 plan assumes that several of the routes such as the Whittaker and Rose City freeways will be completed and capable of handling projected 1990 PIA passenger trips. However, these freeways may be conjectural; financing for several of them is uncertain, if not dubious; they are subject to environmental scrutiny; and the new activity of community groups is raising serious questions about the likelihood of building planned freeways that would connect with the airport. If most or part of the 1990 plan is not fulfilled, there might be serious surface transportation problems. No alternatives seem to have been planned for such a contingency." (III, G-93)

The support resources look at several such alternatives, but not at all of the possible alternatives, and no effort is made to identify the best alternative. This would require an extensive study beyond the scope of this paper. But we can suggest some possibilities which the support resources have not thoroughly identified and which may be more feasible than the air cushion

hovercraft and the rapid rail transit alternatives, both of which require high initial capital expenditures and admittedly integrate poorly with our current Tri-Met transit system.

Instead of the individual airport-only satellite bus terminals suggested in the PSU study and rejected in the Environmental Impact Statement, we would suggest that certain terminals be set up throughout the urban area, based on the airport passenger concentrations mentioned above but designed to coincide with Tri-Met's planned stations and stops. Express bus service from as many as a half dozen of these terminals could be planned on a half-hourly basis, or even more frequently. These special terminals could be fed by a demand-actuated system of mini-buses, much like that used in Peoria, Illinois, with great success. These mini-buses could supply the ridership from their designated areas of the city that would allow the express buses to function. Some of these stations could be located at "park-and-ride" sites (13 are planned now and the City's air pollution plan calls for many more) so that persons could come to the stations in autos as well as by bus. If the stations are coordinated with Tri-Met stations, ridership on the mini-buses feeding those stations could be for other trips than trips to the airport. Costs of the mini-buses and the demand-actuated system of vehicle location and direction could also be shared. The Port would be faced only with providing the regular service to the airport from those sites, and we have suggested how it can do this above. Hopefully, one of the sites could be the planned multi-modal terminal in Northwest Portland, near downtown. This site is particularly well-suited for getting the most

possible ridership by transit to the airport because, if it develops as planned, it would be fed not only by Tri-Met's entire system, but by Greyhound and other over-the-road bus companies. It seems to us that these stations could involve baggage-checking, if not "palletizing" of baggage. Two other logical sites might be the park-and-ride sites planned on I-205.

This, of course, is only one possible system of bus service to the airport. The point we wish to make is that it is possible to create a system that is competitive with the private-passenger auto by piggybacking the Port's limited resources onto Tri-Met's already planned development. Exactly how the system would work is beyond our capacity to detail here. But we see no reason for the Port to take itself off the hook simply by stating that, "The solutions to this problem must lie with general metropolitan solutions rather than isolated consideration of airport traffic." We cannot conceive of a situation in which Tri-Met would not be responsive to approaches to integrate airport transit into their given transit plans, thereby increasing the efficiency of their plans, particularly if the Port were to commit itself to developing the revenue to pay its way, buying the buses and covering other costs. We would also be very surprised if the U. S. Department of Transportation did not look on this as an exciting experiment, and one well worth funding in part with federal monies. As a final note, it is worth pointing out that the interview with the Tri-Met official (III, G-98) indicates many of the possibilities mentioned

here have not been discussed between the two agencies. Perhaps Tri-Met would be willing to charge the airport only for the difference between its costs and its revenues on lines from its planned stations to the airport, for example. This could greatly reduce the subsidy involved.

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Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

# *Memorandum*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: October 20, 1972

In reply refer to: 10-35.6

FROM for G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)302
Test Pile and Plate Load Test Specifications

We have completed our review of your August 9, 1972 submission for the specifications and cost estimate of test pile and plate load tests on the Columbia River Birdge. There still remains an unresolved problem as to the placement depths of the river piers. Spread footings should be below the maximum scour depth. Computations on scour should reflect the proposed pier alinement and shape. Pile footings should have piling driven well below the maximum scour and if footings are left high they should be suitably protected with blanket riprap. With these concerns in mind, we offer the following comments:

1. What type of footing will be placed at Pier 11? The tentative selection should have considerable bearing on the "B" test or the "C" test if the channel is disturbed.

2. What is the expected seal elevation of Pier 12? The estimated scour of 40' would place the footing at elevation -77.5' unless piling are used in which case the penetration should be considerably below this depth to obtain adequate embedment and provide uplift reserve for seal depth reduction.

3. According to the consultant's June 1 letter, Pier 13 will have pile tips at -75±. We find this inconsistent with scour predictions. A contractor will want to know to what depth his drilling and casing should go. Can this be determined?

4. Piers 14-26 as described in the June 1 consultant's letter are to be placed on piling embedded well below the maximum scour. We accept this criteria provided the test program supports this proposal and a suitable riprap blanket is placed.

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(more)

10-24-72

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

Our comments on the specific items are outlined below:

Pile Capacity Test

Article 5.3 and 6.1

There might be some advantage to load testing one pile to failure in the Troutdale gravels. Please consider this item.

The Case Institute has offered services to states free of charge in conducting pile research. The Case pile program could provide valuable input to the tests for making final recommendations. Specifically, the pile driving energy could be measured and coordinated with later pile driving during the construction contract. This would require some coordination with the Institute.

Article 6.2

We feel that it would create less confusion to require a specific period for jack calibration.

Article 9.2.1

It would appear desirable to specify the driving resistance as determined by the engineer also with the extra 3 or 5 feet for a retest.

Plate Load Test

Article 2.2

A specific period should be required for jack calibration prior to loading.

Article 2.4

This article requires the optical system to be mounted outside of the test pit which is 15± ft. below the original ground. Will this promote a problem with accurate level instrument readings?

Article 3.5

The end of the first sentence has the word "near" after "temperature". Why?

We wonder if it might be desirable to have at least two plate load tests in the vicinity of Location "A". The foundation report recommends spread footing in this location.

(more)

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Measurement for Payment and Estimate

There is a question as to the cutoff elevation for the piles and casings. What is expected for casing in the river? Will they be above the water surface? This would appear to be a cost item necessary for the contractor's bidding purposes. The river piling appear to be extended to elevation +15. Is this the water elevation expected during test work?

CH2M/Hill's Proposal for Pile and Plate Load Test Program

Article D gives a unit cost of unscheduled load retests. However, no projected cost is included. There are four retests shown on the cost estimate of the contractor's work. It would appear that this is a contingency item that is not included in the total $41,900 of CH2M/Hill's estimate.

In view of questions we previously raised concerning footing elevations and scour protection, we wish to be advised of tentative elevations of bottom of footings and general information concerning proposed riprap when it becomes available.

This information should be made in report form and include foundation type, seal depths, calculated scour, pile types and lengths, and riprap provisions.

We hope that this review will be of some assistance in the preparation of a contract for this work.

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# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE October 17, 1972

TO R. L. Schroeder

FROM Don Byard

SUBJECT Portland International Airport Environmental Study

October 16 I attended the PIA Steering Committee meeting at the Port of Portland. The meeting was one of a series to review the preliminary draft environmental statement for the Port of Portland airport expansion.

During the discussion of alternatives, I-205 and the bridge across the Columbia River into Washington was brought up and discussed. The Steering Committee members did not have enough information to review the impact upon the bridge and freeway with respect to the various alternatives the Port is considering. After the meeting, I discussed the need for additional information with Jim Church and at that time, he requested the following information:

> Based on the alternative airport layout plans as defined by the Port and their environmental statement, what are the impacts on the I-205 freeway and bridge, considering such items as:
>
> 1. the cost to Federal and State Highway
> 2. the impact upon the opening date of the freeway and bridge.

The PIA Steering Committee felt that the analysis of these two items should consider factors such as:

(a) Obtaining additional permits for river crossing.
(b) Settling time for fill area.
(c) Time to create new plans and designs.
(d) Extra costs such as contingencies and escalation.
(e) others.

NOTED
R. L. SCHROEDER

The next meeting of the Steering Committee is scheduled for October 23. It is Jim's desire to have the information in a letter form over Mr. Baldwin's signature available for the Steering Committee for the October 23 meeting. } already done 10-17-72

DRB:jly
attach.
cc: Robert E. Royer
George M. Baldwin

Copy w/PIA Environmental Impact Statement returned to Byard
10-17-72

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ASSISTANT STATE HIGHWAY ENGINEER

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October 17, 1972

The Honorable Mike McCormack
Member of Congress
1205 Longworth House Office Building
Washington, D. C. 20515

Dear Mr. McCormack:

I have given much thought to the requests in your letter of September 28 regarding the I-205 Bridge across the Columbia River.

As I am sure you are aware, one of the major tasks in transportation planning is to tie together the planning of the various transportation modes in the interest of efficiency and economy. This was the reason for the creation of the Federal Department of Transportation and also for the creation of the Oregon Department of Transportation.

Planning for the expansion of the Portland International Airport and for the construction of the I-205 bridge was interrelated from the beginning. Given the present location of the airport and the commitment to the location of I-205, the influence each has on the other and to Oregon's total transportation system must be recognized.

May I call your attention to the fact that the suit, Peterson, et al. v. Resor, et al, the so-called Portland Airport suit, also involves the I-205 bridge. Our Chief Counsel informs me that he feels we are inextricably involved in the Port of Portland case, notwithstanding we have not been made parties defendants therein.

Our Counsel points out that the complaint against Secretary of the Army, Secretary Volpe, and others makes specific reference to the intent of the State of Oregon to locate I-205 on an area to be filled and to construct a bridge across the Columbia River at the end of the fill.

It is further noted by our Counsel that in the plaintiffs' prayer for relief, they have asked the Court to declare the approvals granted by the Federal Government to the State Highway Commission for the location and construction of I-205 on the area of the Columbia River proposed to be filled by the Port of Portland and also for the construction of a bridge across the Columbia River at the end of the fill, to be invalid, unlawful and void.

Also he has seen nothing to indicate all plaintiffs in the above proceeding have withdrawn their objection to the building of I-205 if solely on piers.

It is the feeling of our Chief Counsel that we cannot safely isolate ourselves from the pending litigation, since a plaintiff's verdict would effectively stop our proceeding with the construction of I-205, and the bridge, in the area involved.

As you are probably aware, this is the second suit instituted against the Port in which I-205 was involved. The first was brought by the Sierra Club and, I believe, is now on appeal. Should we do as you suggest, we feel we may find ourselves involved in some companion case, questioning our authority to proceed.

I see no reason at this time to prepare an alternative environmental impact statement. If, in the future, because of an adverse court decision, it becomes necessary to redesign the bridge, there will be adequate time to make the minor amendments necessary in the environmental statement.

In your letter you referred to an additional cost of $20 million for the extension of the bridge structure in lieu of a fill. Our estimate is that the cost of this additional bridge structure would be $24 million more than the cost of the fill.

We do recognize that costs of construction are increasing and that a delay in construction would also penalize highway users. However, these costs would be at least partially offset by the application of the unused funds to other appropriate projects which are presently being delayed by lack of funds. These other projects would have to be even further delayed if the additional $24 million were spent on the I-205 bridge.

Reiterating what I said at the Congressional Committee hearing, the project is not being delayed in any way at the present time. We are on schedule with the design which should be completed by next April, which should allow us to call for bids for construction next October. Construction time is estimated at 45 months from the time the contract is let. The only possibility of delay that we foresee at this time is one resulting from a prolongation of the delay in reaching a decision regarding the airport.

We believe that the proposed redevelopment of the Portland International Airport is as vital to the interests of the State of Oregon as is the I-205 bridge and since the two projects have been planned together to complement one another and Oregon's total transportation system, we should not compromise that plan unless and until the plan itself has been negated by the courts.

Sincerely,

George H. Baldwin
Administrator of Highways

Copy to Congressional District Offices
and to Wash. D. C.

cc Hon. Julia Butler Hansen
Hon. Edith Green
George H. Andrews, Director of Highways, Washington
W. A. Bulley, Deputy Director " " "
I. James Church, Director, Aviation, Port of Portland
C. C. Schwary, Chairman, Bridge Now
Beary George Nutter, Chairman, Clark County Commissioners
Hon. M. James Gleason, Chairman, Multnomah County Commissioners
Vancouver Columbian
The Oregonian
Oregon Journal
L. B. Day, Environmental Director, DEQ

bc Tom Edwards
F. B. Klaboe
R. L. Schroeder
Gary Ross
Gary Sund
L. I. Lindas
R. E. Royer
H. S. Coulter

LIL:GMB:fn

Ma Baldwin - for I attached to:
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Editor, Oregonian, Hew:
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# Congress of the United States
## House of Representatives
Washington, D.C. 20515

MIKE McCORMACK
4TH DISTRICT, WASHINGTON

COMMITTEES:
PUBLIC WORKS
SUBCOMMITTEES:
FLOOD CONTROL
RIVERS AND HARBORS
ROADS

SCIENCE AND ASTRONAUTICS
SUBCOMMITTEES:
ADVANCED RESEARCH AND TECHNOLOGY
SCIENCE, RESEARCH AND DEVELOPMENT

CHAIRMAN,
TASK FORCE ON ENERGY

September 28, 1972

Mr. George Baldwin
Administrator of Highways
Oregon Department of Highways
Salem, Oregon

Dear Mr. Baldwin:

In reflecting on the testimony presented at hearings of the House Public Works Committee in Vancouver on August 23, I am impressed by the need for cooperation by everyone in keeping the problems of the Interstate Highway 205 bridge separate from the legal problems of expanding the Portland Air Terminal. As a minimum obligation to residents of both states, everyone concerned should make every effort to prevent unnecessary delays in either project and, most of all, to keep either project from delaying the other.

For this reason I would like to request that the environmental impact statement for construction of the bridge be prepared in at least two alternate ways- one without the fill in the Columbia River, and alternatively, with the fill as proposed in association with the air terminal expansion. Testimony received during our Hearings indicates that there is no objection from environmentalists to building the bridge on piers.

I am aware of the fact that you have estimated that construction of the bridge on piers will cost an additional $20 million. However this is assuming that the fill would be free, and it ignores the costs involved in unnecessary delay of the bridge both in dollars and safety to residents of both states. I trust you will agree that it is necessary at this time to provide both options for the Environmental Protection Agency as part of your environmental impact statement. Then, in the event that it is decided to proceed with the bridge without fill in the Columbia River, the environmental impact statement will already have been completed and there will be no additional delay. I recognize that you may have already nearly completed the environmental impact statement for the bridge as designed, assuming that there will be fill in the river for the air

terminal expansion. However, an amended environmental impact statement at this time would have the same effect in avoiding any delays as an impact statement providing both options simultaneously.

I hope you will recognize that I have no objection to, and indeed, that I support modernization and expansion of the Portland Air Terminal. However, I believe that the legal problems associated with the air terminal expansion must be resolved on their own merit, and that they must not be allowed to delay construction of the bridge.

May I hear from you soon? If I can be of any assistance in any way, please call on me,

Sincerely,

Mike McCormack

Mike McCormack
Member of Congress

sw
CC: Congresswoman Julia Butler Hansen
Congresswoman Edith Green
W.A. Bulley, Wash. Dept. of Highways
I.James Church, Dir. Aviation, Port of Port.
C.C. Schwary, Chairman of Bridge Now
George Nutter, Chairman of Clark Co. Commissioners
Mike Gleason, Chairman of Multnomah Co. Commissioners
Vancouver Columbian
Portland Oregonian
Oregon Journal

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FILE

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPDE

29 September 1972

Mr. George M. Baldwin
Administrator of Highways
State of Oregon
State Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

Reference is made to the congressional hearing of the House Public Works Committee held at the Inn at the Quay, Vancouver, on 23 August 1972.

A review of the final transcript of proceedings has indicated there are discrepancies in the testimony as presented by the Corps of Engineers. We have, however, no means of determining whether similar discrepancies exist in the testimony of other participants at the hearing.

With the concurrence of Mr. Bob Spence, who is our contact with the committee in Washington, we have determined that it would be in the best interests of all concerned to have each participant review his portion of the transcript for accuracy. Attached are those portions of the transcript which contain your testimony. It would be extremely helpful to us if you could verify the accuracy of this testimony as recorded and if you determine the testimony as recorded to be incorrect, furnish us a corrected version in the inclosed envelope.

We would appreciate return of the transcript by 10 October 1972.

Sincerely yours,

PAUL D. TRIEM
Colonel, Corps of Engineers
District Engineer

Incl
As stated

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ADMINISTRATOR OF HIGHWAYS

Transcript contains errors. Prepared statement being used in minutes, called Dorothy Neiman, cal's secretary. OK

CONGRESSMAN MCCORMACK: Congressman Schwengel.

CONGRESSMAN SCHWENGEL: I think we ought to recognize another Oregonian. We have one sitting to my left around here, Mr. Enfield. He has got a pretty good reputation out in Washington, I will tell you that. He has given us a lot of help.

CONGRESSMAN WRIGHT: He has given us help in both D.C. and the State of Washington.

CONGRESSMAN MCCORMACK: Mr. Baldwin, please proceed.

MR. BALDWIN: Thank you and good afternoon, Mr. Chairman and members of the subcommittee.

I appreciate the opportunity to appear before you to discuss the relationship between two projects important to the States of Washington and Oregon. These projects are the expansion of the Portland International Airport and the I-205 Bridge across the Columbia River.

I am in a rather unique position to discuss this matter since the master plan for the expansion of the airport was conceived and developed while I was General Manager of the Port of Portland, and it was predicated on the approval and cooperation of the Oregon State Highway Division, of which I am now Administrator.

Technical considerations relating to the near

proximity of the two projects have required the close coordinated planning that exists between the two public agencies involved.

The route of I-205 as presently proposed in the vicinity of the Columbia River was presented at a public hearing in September 1965 and the location was approved by the Bureau of Public Roads (now the Federal Highway Administration) on March 1966. Surveys were made and construction was eventually started at I-5 south of Portland and has been completed to Oregon City.

Federal requirements changed and a second hearing was required on projects which had not progressed beyond the point of reconsideration of final design details and in September 1970 a design hearing was held on the section from Sunnyside Road northerly to the Washington State Line. This design was approved by the FHWA on January 27, 1971. Construction is presently under way northerly to Foster Road. Federal requirements now require an Environmental Impact Statement on future projects and construction northerly of Foster Road is held in abeyance until that has been prepared and analyzed. It is not anticipated that any changes will be required in the design as presently proposed, since every effort has been made to fit the facility into the corridor for a minimum impact.

The bridge over the Columbia River as indicated at the first public hearing was in approximately the same position as presently proposed, since a common alignment across the Columbia River had been utilized by both the present route and an easterly alternate which had been under consideration. When more detailed studies were made of the alignment which laid along Rocky Butte, it was found that existing airport clearances were such that the bridge could be moved some distance westerly, pass over Marine Drive on the dike, and still get standard FAA clearances under the existing runway glide path. This would somewhat shorten the bridge length. The same point of the Washington side was used in all cases.

However, discussions with the Port of Portland brought to our attention the desirability of allowing greater than standard clearances for safety and we were requested to move the line easterly to allow for this and also to allow for a possible extension of the runway easterly some 2500 feet. This could be done by moving the highway some 1500 feet and dropping the freeway to cross the dike at grade, with Marine Drive to be relocated southerly of the dike at a lower elevation. After much discussion, this plan was approved and in May 1967, a revised exhibit map was sent to the Corps

of Engineers for a bridge from Marine Drive to the Washington shore.

Study by the Port of Portland on alternate possibilities for expansion of the Portland Internation Airport continued and late in 1967 the present concept of relocating the south channel and putting the northerly runway into the present river area was introduced. This allowed the freeway to be constructed on embankment rather than on structure and would effect a material savings even though the line had to be moved another 1300 feet easterly. A consultant, Sverdrup and Parcel and Associates, is designing the 7660 foot bridge which would be required.

Because of extended litigation delaying the implementation of the master plan for expansion of the Portland International Airport the question has been raised as to the feasibility of changing the design for the bridge in order for that project to proceed without waiting for the results of the airport litigation.

This question has been investigated. The only way that we can build the bridge and leave the way open for the Port to later implement its airport plan is for us to substitute approximately 4,000 lineal feet of bridge structure for highway on the fill proposed in the airport plan. The additional cost has been

estimated at approximately $24,000,000 of which the Federal share would be approximately $22,000,000 and that of the State of Oregon $2,000,000.

It is the position of the Oregon State Highway Division, after having carefully studied the situation, that the additional cost of approximately $24,000,000 cannot be justified unless the Port of Portland is forced to abandon its present master plan. Hence, in our opinion, such an expenditure at this time would be an extravagant waste of Federal and State funds.

In summary, the situation is this: The design plans for the bridge are practically complete. We can be ready to let a contract next year with completion in approximately forty-five (45) months or 1977. However, since this design is based on the availability of a fill in the river to be provided by the Port of Portland, we cannot proceed to let a contract for construction until we have definite assurance that the Port will be able to provide the fill.

We sincerely regret the delay now predicted but do not feel we can justify at this time a redesign of the bridge and the expenditure of an additional $24,000,000.

CONGRESSMAN MCCORMACK: Mr. Baldwin, it is

obviously a valued judgement you are making. Having looked at the Enviornmental Act and other related cases that come before the Courts in recent years, in which the Court held up operations of some 14 federally funded projects, simply because they come up on environmental things long before the law was passed. The nature of the proposals opposition are for filling this section of the River. I must say, I have some reservations, I should say I am not too optomistic as to what may happen as far as the litigation is concerned. Anybody can make predictions or second guess. If the litigation fails, there may be litigations to follow. If the Court were to uphold the Portland project, it creates another question. I wonder how long we can wait for the Bridge; and with the estimated traffic increase of 75 cars a day; how long can we wait without knowing what we are going to do.

MR. BALDWIN: Well this is an interesting question and I had in my statement, you note, I am in a unique position, in discussing these two projects. At the time they planned for the expansion of the Portland International Airport, I was General Manager of the Port of Portland. Now I find myself Administrator of Highways and I have the job of getting a highway built and sharing this responsibility. I look at this

$24,000,000 that means a lot of dollars. I can't say for the Federal Government and their money, but the $2,000,000 additional cost for the State of Oregon would be impossible to our Oregon Highway program. Now I don't know how long we can wait. I of course, because of my involvement earlier with the Airport project, and discussions with the FAA, my knowledge of the studies that were made on that project; some of which were encouraged because of dealings with certain Washington FAA people in the Washington office and also in the Seattle office. I feel optimistic, it may take awhile, lets assume that I am wrong, and the Airport project is forced to give up that plan. Then, in that case, we would have to re-examine this highway plan. It's very possible that we might want to move our end of the ~~13,000~~ 8000 feet to the west. This would only cost $20,000,000 more than our project, rather than $24,000,000. Either way there is the Airport project, made possible at a considerable saving in the cost of this bridge, some $24,000,000 as it stands right now at the present location. I am very well aware of the pressure for additional river crossings, it's badly needed, there is no doubt about it. What is the value of stepping up construction of that bridge. I might add, if we are forced to go to another design on the structure, we

estimate postponed construction for another year for the design from 6 to 9 months more would be needed.

CONGRESSMAN MCCORMACK: I do want to say that all questions and answers are assumed without any prejudice by anyone. We just want to get out all the information we can. We appreciate your position. Everyone recognizes your great confidence as an Engineer. We recognize your statement is made in that context. We only want to help solve the problems here.

CONGRESSMAN SCHWENGEL: What percentage of traffic is now using the existing Portland-Vancouver Bridge that would be deverted to 205?

MR. BALDWIN: I don't know the answer to that for sure, but in the neighborhood of 25%.

CONGRESSMAN SCHWENGEL: But still, your anticipated load for the new Bridge is something like how many now?

MR. BALDWIN: 76,000 cars a day.

CONGRESSMAN SCHWENGEL: I have done some research on this. It costs 2¢ to stop and start a truck. It costs more than 5¢ to stop and start an automobile. If you multiply that by the number of units held up and you have got quite a cost figure to consider there.

MR. BALDWIN: Yes there is.

CONGRESSMAN WRIGHT: Gentlemen, you are well aware from this highway business, the necessity to anticipate the higher costs with each year of delay.

MR. BALDWIN: That is certainly true.

CONGRESSMAN WRIGHT: We appreciate your concern to spend $24,000,000 more to do it one way than to do it the other. I don't think I would want to predict what the Federal Court will do in any case, that would be like predicting the wheather in Texas. You would have to be a stranger.

CONGRESSMAN SCHMEGEL: The cost to an investment is returned at around 10%. What is it here?

MR. BALDWIN: Slightly more than that.

CONGRESSMAN SCHMEGEL: You talk about Federal money. We are just collectors of that money from the guy that bought the gasoline and buys the tires and buys the cars and license plates, and so forth, that may come from a freezer. It's actually the peoples money.

MR. BALDWIN: Right. We are looking at that.

CONGRESSMAN MCCORMACK: Any other questions? Mr. Baldwin, I am certainly sure that you won't reject

your professional responsibilities that you have. I think that I can express the opinions of the members of the committee for the concern that they have to see a Bridge built across here, and the very least, continuing to re-evaluate your position so you are sure, at any given month as you go along, that it is the best position taking all trade-offs into account.

MR. BALDWIN: I can assure you that I will. We of course have our primary job, which is to get a highway built. We also part of the Department of Transportation of the State of Oregon, which is interested in the overall transportation of the State. I at one time served as Director for the State of Oregon. My feeling on the pressure to take care of the increase at Portland International Airport, is also as important as this Bridge. I don't see any big difference.

CONGRESSMAN MCCORMACK: We respect that. Our position is if there is any way these can be resolved rapidly it is the greatest advantage. And each individual contributing factor should be considered so that if there is any time, any way, to accelerate this program, it should be done.

MR. BALDWIN: You do not want us to do anything I am sure, to preclude the future expansion of that

Airport, am I not right in this?

CONGRESSMAN MCCORMACK: I couldn't agree with you more. As I was thinking about this before I came here today, you are an Engineer and know more than I do. But taking off from Denver to Sea-Tac, the Interstate Highway 40 is near the Denver runways. This doesn't hang me up too much. The situation and the risk. If we find the only way we can build the Highway Bridge and find the only way the airport can occupy the same space, is by building the Airport and then the highway, we can build the Airport and then run the highway underneath it.

MR. BALDWIN: We investigated fully, the possibility of some highway under the Airport. It was not of water condition, the ground out there.

CONGRESSMAN MCCORMACK: Any other questions? Thank you.

MR. BALDWIN: Thank you very much for this opportunity.

CONGRESSMAN MCCORMACK: We would like to go out of order for a moment. I would like to invite Mr. Gruetter, from the Bonneville Dam to testify. He has to catch a plane at the Airport. So we will put you on now if we may.

MR. GRUETTER: Thank you very much Mr.

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**OREGON STATE HIGHWAY DIVISION**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 22, 1972

TO George M. Baldwin

FROM Fred Miller Fred Miller
Economist

SUBJECT Reactions to River Crossing
Feasibility

I think that the report does a satisfactory job of setting forth the river crossing alternatives and their technical characteristics. Also, the discussion of the affected communities is helpful. The economics, however, can be improved.

There are two basic questions which must be answered: (1) should there be a new river crossing?, and (2) if so, what kind of crossing should it be? The answer to the first evidently must wait for the "Transit/No Build" report. This study apparently is designed to provide the data to assist in answering the second.

Presumably, the only reason why one would choose one crossing over another is because it has the highest net benefits. Implicit in this statement is that one should compare all of the benefits and all of the costs and somehow arrive at the answer. To simplify, benefits and costs might be disaggregated into:

Benefits: User (travel time, operating cost, safety)
Non-user, community, or environmental

Costs: Agency costs (construction, right-of-way, etc.)
Non-user, community, or environmental

With this information, one can calculate a standard benefit-cost ratio for all alternatives (comparing user benefits with Highway agency costs), and classify and discuss the non-user or environmental benefits and costs.

NOTED
F. B. KLABOE

The report is very brief and sometimes confused in treating the highway user benefits when, in fact, these probably are the major reason for constructing a river crossing. Indeed, the "Summary and Comparison of Alternatives" gives one no particular impression as to which alternative provides the greatest user savings. Given this fact, it is misleading to view the gross costs of the bridges and the tunnel alone. It is at least possible that the tunnel could produce user savings of 400 million and the bridges only 100 million. In this case, the tunnel would be both the highest cost alternative and the best investment from a strictly road user point of view.

If this point were cleared up (as well as the misunderstandings in the "Benefit and Cost Comparison" section), then the treatment of environmental considerations could be placed in proper perspective.

Ultimately, the decision as to which alternative is best is (I think) one for the community. The decision-making process would be facilitated if the benefits and costs to both the affected areas and to the city or the greater metropolitan area were clarified. This has been done in the cases of the areas most directly affected, but an expanded discussion of the effects on other residents would help.

FM:ap

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# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 22, 1972

Mr. W. T. Robertson
Bridge & Structures Engineer
Washington Highway Administration Building
Olympia, Washington 98504

NOTED
A. E. JOHNSON

Dear Mr. Robertson:

East Portland Freeway (I-205)
Columbia River Bridge
Bridge No. 9555

We have reviewed with interest the architectural details of the rail which you are currently specifying for your structures. Will you please notify us when your first bridge using this rail has been completed, as we would like to look at it.

The consultant has not yet submitted any details of the facial treatment of the rail or exterior girders. As the majority of the structure cannot be viewed at close range, there is some merit in having plain concrete surfaces. These surfaces could be covered with our standard latex paint. We have generally had favorable results with this paint over a ten-year period.

After viewing your new handrail treatment in the field, we will be glad to discuss the matter further.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
L. L. WALLACE
Walter J. Hart
Bridge Engineer

LLW/ag
cc A. E. Johnson
L. H. Young
V. E. Skoog
R. W. Ellison

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SEP 25 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

September 19, 1972

IN REPLY REFER TO
10-35.1

Mr. Jack G. Collins
First Assistant United States Attorney
506 U. S. Courthouse
Portland OR 97207

Dear Mr. Collins:

In response to a request from our Assistant Regional Counsel, Mr. James Zotter, the following information is submitted concerning the environmental impact statement which is under preparation for a portion of Interstate Routes 205 and 80N.

A preliminary draft environmental impact statement has been prepared cooperatively by the Federal Highway Administration, Oregon State Highway Division, and the consultant firm of Howard, Needles, Tammen, and Bergendoff, with appropriate participation by the Washington Department of Highways. Currently, final printing has begun on the formal draft statement, with additional review and editing remaining on the 4(f) portion. It is now anticipated that final printing of the statement will be completed on November 1.

Copies of the formal draft statement will be circulated for comment to the public and other governmental agencies after November 1. Broad distribution of the statement is planned. Also, the availability of the draft statement will be widely advertised.

The statement covers the 9.2 miles of Interstate Routes 205 and 80N between the Lewis and Clark Highway in Clark County, Washington to S. E. Foster Road in Portland, Multnomah County, Oregon. Previous public hearings on the portion in Oregon culminated in Federal Highway Administration location approval in March 1966 and Federal Highway Administration

(more)

design approval in January 1971. Approximately 90 percent of the right of way required for construction has been acquired, and final design is underway on all portions - including the Columbia River Bridge which is being designed by a consultant firm.

The statement is intended to comply with the requirements of the National Environmental Policy Act and Section 4(f) of the Department of Transportation Act, as promulgated by Federal Highway Administration Policy and Procedure Memorandum 90-1.

The information and analysis set forth in the statement has been compiled from the combined professional resources of the Oregon Highway Division, local offices of the Federal Highway Administration, the consultant firm of Howard, Needles, Tammen, and Bergendoff, and the consultant firm of Bolt, Beranek, and Newman. The consultant firm of Howard, Needles, Tammen, and Bergendoff performed the major effort in gathering basic data, providing some analysis, coordinating the inputs from the highway agencies of the States and the Federal Highway Administration, and in preparing the text and printing the statement.

Enclosed is a draft copy of the table of contents for the statement which shows its scope.

Construction of the Interstate 205 bridge and approaches will not be authorized until the final environmental impact statement and 4(f) statement are approved by Secretary Volpe.

Please contact me if you need any additional information.

Sincerely yours,

G. L. Green
Acting Division Engineer

Enclosure
Draft - Table of Contents

Green:nig

cc:
3 extra - Mr Collins
2 - Asst Reg Counsel Zotter
1 - Oregon Asst Atty Gen Lindas
1 - Admin of Hwys Baldwin, OSHD

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PART 4 - SECTION 4(f) BACKGROUND INFORMATION

September 13, 1972

E. G. Westerdahl II
I.J. Church

VANCOUVER SUPPORT FOR PORT'S PLAN TO EXPAND PIA

An organization named BRIDGE NOW was formed this morning in Vancouver with the following objectives:

(1) Get the I-205 bridge as soon as possible
(2) Get PIA expanded
(3) Get Rivergate bridge by 1980
(4) Get Lady Island, Camas, bridge by 1985

The initial members, and Steering Committee, were:

| | |
|---|---|
| Dick Schwary - | Industrialist and developer, ex-president Camas/ Washougal Chamber of Commerce |
| Les Wolf - | Merchant and president Vancouver Chamber of Commerce |
| George Probstra - | Owner - Holland Restaurant Chain |
| Mitchell Bower - | Bower Trucking & Warehouse |
| Jim Bennett - | Bennett Paper & Supply Co. |
| Bernice Hughes - | Camas City Council |
| Tom Neilands - | Western Electric |
| Jim Aitchison - | General Manager, Pendleton Woolen Mills |
| Bob Schaefer - | Lawyer; ex-Speaker of the (Washington) House of Representatives |
| Tom Toolson - | Camas Mayor (didn't attend this morning) |
| Milt Brown - | AFL/CIO (didn't attend this morning) |
| Jim Fowler - | Public relations |

Schaefer is drawing up papers incorporating the organization.

Fowler will handle their public relations.

The group will immediately seek additional active members for a larger (20-25) board of directors while making a quick study and analysis of the situation. Dick Carroll, Washington State Highway Department, will be heard next Tuesday, September 19, Dr. Petterson later next week, and Jim Church and the Port about September 26.

Jim Church will attend Carroll's session, to answer technical questions. Port personnel will not attend Petterson's talk. It is immaterial to us who attends Church's hearing when it is scheduled.

After the organization has arrived at its decision as to the best plans for bridge and airport its members will immediately seek 25,000 signatures on petitions and in several ways bring all possible pressure on the appropriate Oregon and Washington local, state and congressional officials and appropriate Federal officials and agencies.

The new group will tie in with the Vancouver Chamber of Commerce's Roads and Transportation Committee. Ken Eller, Burlington Northern, is the Chairman of this committee.

The Vancouver Chamber of Commerce is in the process of running a survey of its members on the bridge and airport.

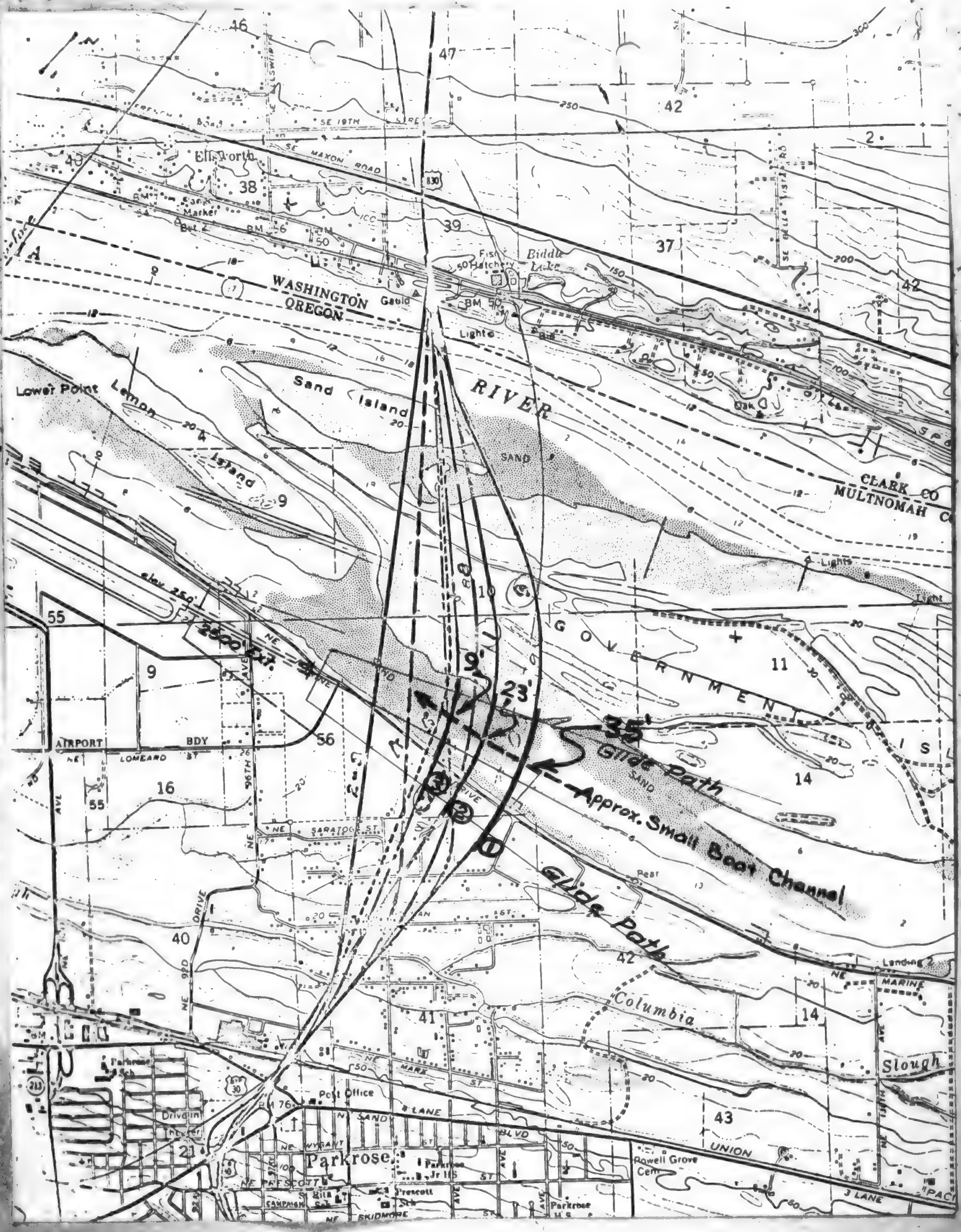
The group would like to have two or three members from Oregon. Please furnish me names of any individuals who should be considered.

Dick Schwary (1-206-834-2621) is our contact.

W. G. Proctor

cc: M. Jacobsen

WGP:263-17


WASHINGTON
OREGON
RIVER
Sand Island
Lower Point Lemon
Island
Ellsworth
SE MAXON ROAD
SE 190TH
Fish Hatchery
Biddle Lake
BM 50
Light
CLARK CO
MULTNOMAH C
GOVERNMENT
I S
2500 Ft.
Glide Path
Approx. Small Boat Channel
Glide Path
AIRPORT
BDY
LOMBARD ST
NE SARATOGA ST
NE MARX ST
NE WYGANT
NE PRESCOTT
NE SKIDMORE
Columbia
Slough
MARINE
Landing 2
Post Office
Parkrose
Parkrose Sch
Parkrose Jr HS
Prescott Sch
St Rita Sch
Rowell Grove Cem
UNION
3 LANE
Drive-in Theater
SAND
Lights

Columbia River Crossing relative to existing P.I.A. runway (North) with 2500' future extension -

① Current I205 Alignment (Line #9)

Elevations at Small Boat Channel (for 50' clearance) + 6' beam depth

I205 Profile elev. = 60
Glide path elev. = 95
Clearance = 35'

② Corridor Hearing I205 Alignment (Line #1)

I205 Profile elev. = 60
Glide Path elev. = 83
Clearance = 23'

③ Westerly I205 Alignment (Line #7)

I205 Profile elev. = 60
Glide Path elev. = 69
Clearance = 9'

1 Hearing Line

2 First line used in design. Profile provided 17 feet clearance Under approach surface and cleared Marine Drive for traffic.

3 Profile lowered to 5 feet over dike and Marine drive was carried off dike and under I-205.

4 Line by Versteeg moved easterly along centerline of approach surface approximately 700 feet from 2 and 3.

5 Line moved easterly along centerline of approach surface 1200 feet from 2 and 3.

6 Line moved easterly along centerline of approach surface 1500 feet from 2 and 3.

7 Line moved easterly to clear 100:1 slope from existing runway and provide 40 foot vertical clearance for small craft channel.

8 Line moved easterly to clear approach surface of 2500 foot runway extension and 42 foot vertical clearance for small craft channel.

9 Line moved easterly to clear approach surface of proposed runway. Present line.

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
~~XXXX

Marvin B. Durning, Esq.
Durning, Prince & Smith
1411 Fourth Avenue Building
Seattle, Washington 98101
Telephone: MAin 4-8901

UNITED STATES DISTRICT COURT

DISTRICT OF OREGON

| | |
|---|---|
| CARL A. PETTERSON and MARTHA A. PETTERSON, his wife; G. CAMPBELL DOWD and MIRIAM W. DOWD, his wife; JOHN C. BROUGHER and ESTHER BROUGHER, his wife; ELIZABETH G. DONAUGH; HEYES PETERSON and MARY P. PETERSON, his wife; RAYMOND H. ANDRUSS and MARGARET ANDRUSS, his wife; BERT L. BAUERSACHS and HELEN BAUERSACHS, his wife,<br><br>Plaintiffs,<br><br>vs.<br><br>STANLEY S. RESOR, individually and as Secretary of the Army of the United States; FREDERICK J. CLARKE, individually and as Chief of Engineers of the U.S. Army; PAUL D. TRIEM, individually and as District Engineer, Portland District, Corps of Engineers of the U.S. Army; JOHN VOLPE, individually and as Secretary of Transportation of the United States; and ROGERS C. B. MORTON, individually and as Secretary of the Interior of the United States,<br><br>Defendants. | NO.<br><br>COMPLAINT FOR DECLARATORY JUDGMENT, INJUNCTION AND MANDAMUS |

Seattle, Washington 98101
Telephone: MAin 4-8901

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SEATTLE, WASHINGTON 98101
MAIN 4-8901

COME NOW the plaintiffs and state to the Court as follows:

I.- JURISDICTION

1. Grounds - This action arises under the following sections of the Constitution of the United States and of statutes and other legal authorities of the United States, as hereinafter more fully appears:

(a) The Fifth Amendment to the Constitution of the United States, USC Const. Amendment V

(b) 28 USC §1331 (Jurisdiction Federal question)

(c) 28 USC §1361 (Jurisdiction Mandamus against U.S. official)

(d) The Act of June 25, 1948, 62 Stat. 931; 28 USC §1337 (Jurisdiction of Court under Acts Regulating Commerce)

(e) The Act of Sept. 6, 1966, 80 Stat. 381, et. seq., as amended, 5 USC §§500-576 (Administrative Procedure) and §§701-706 (Judicial Review), as amended

(f) 28 USC §2201 et seq. (Declaratory Judgments)

(g) The Act of March 3, 1899, 30 Stat. 1151; 33 USC §§401 and 403 (Rivers and Harbors Appropriation Act of 1899)

(h) Memorandum of Understanding between the Secretary of the Interior and the Secretary of the Army, 33 CFR §209.120

(i) The Act of March 23, 1906, 34 Stat. 84, et seq.; 33 USC §491 et seq., as amended (The Bridge Act of 1906, as amended)

(j) The Act of August 2, 1946, 60 Stat. 847, et seq.; 33 USC §525, et seq., as amended (The General Bridge Act of 1946, as amended)

(k) The Act of June 3, 1948, 62 Stat. 1155, as amended, 33 USC §466 et seq., as amended (The Federal Water Pollution Control Act, as amended)

(l) The Act of June 17, 1966, 80 Stat. 203, 33 USC §1101, et seq. (The Marine Resources and Engineering Development Act of 1966)

(m) The Act of March 10, 1934, 48 Stat. 401, et seq.; 16 USC §661, et seq., as amended (The Fish and Wildlife Coordination Act)

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MAIN 4-0901

(n) The Act of August 8, 1956, 70 Stat. 1119, 16 USC §742(a) et seq., as amended (Fish and Wildlife Act of 1956)

(o) The Act of September 2, 1937, 50 Stat. 917, et seq.; 16 USC §669, et seq., as amended, (The Wildlife Restoration Act, also called the Pittman Robertson Act)

(p) The Act of August 3, 1968, 82 Stat. 625, 16 USC §§1221-1226 (The Estuarine Areas Act)

(q) The Act of August 25, 1916, 39 Stat. 535, as amended, 16 USC §1 et seq., as amended (National Park Service - national monuments)

(r) The Act of August 21, 1935, 49 Stat. 666, as amended, 16 USC §461 et seq., as amended (Historic Sites, Buildings and Objects)

(s) The Act of June 19, 1948, 62 Stat. 532, 16 USC §§450ff-450ff-2 (Establishment of Fort Vancouver National Monument)

(t) The Act of October 2, 1968, 82 Stat. 919, 16 USC §1241, et seq. (The National Trails System Act)

(u) The Act of July 22, 1965, 79 Stat. 244, 42 USC §1962, et seq., as amended (The Water Resources Planning Act)

(v) The Act of September 26, 1968, 82 Stat. 868, 42 USC §1962(d) et seq., as amended (The National Water Commission Act)

(w) The Act of October 15, 1966, 80 Stat. 931, et seq.; 49 USC §1651, et seq., as amended (The Department of Transportation Act of 1966 as amended)

(x) The Act of May 13, 1946, 60 Stat. 170 et seq.; 49 USC §1101, et seq., as amended (The Federal Airport Act, as amended)

(y) The Act of August 23, 1968, 72 Stat. 737, et seq.; 49 USC §1301 et seq., as amended, especially §§1349 and 1350, as amended (The Federal Aviation Act of 1958, as amended)

(z) P.L. 91-258; 84 Stat. 219, (The Airport and Airway Development and Revenue Acts of 1970), 49 USC § 1701

(aa) The Act of August 27, 1958, 72 Stat. 885, et seq., Title 23, USC, as amended. (By this Act Title 23 - Highways - was revised, codified, and enacted into positive law), especially the Acts of September 13, 1966, 80 Stat. 771, as amended by the Act of August 23, 1968, 82 Stat. 823, 23 USC §138 (Fed. Aid Highway Act of 1968)

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(bb) P.L. 91-190, 83 Stat. 852, (The National Environmental Policy Act of 1969), 42 USC §4321.

2. Jurisdictional Amount - No jurisdictional amount is required in an action of this type. Nevertheless, if needed, the necessary jurisdictional amount is present, for the matter in controversy exceeds, exclusive of interest and costs, the sum of $10,000. More specifically, each of the plaintiffs will be injured and damaged, both economically and otherwise, by the Corps of Engineers permit complained of above, or in combination with one or more of the other federal agency actions complained of herein, including injury to their property and to their personal health, peace and tranquility, and that of members of their family. As to each of the plaintiffs, their property damage will be as set out below. Injury to their personal health, peace and tranquility will be substantial, and additional to the property damage set out in the paragraphs below.

3. Carl A. Petterson and Martha A. Petterson, his wife, reside at 2612 S. E. Ellsworth Road, Vancouver, Clark County, Washington, on riverfront property consisting of about one acre, all owned by them. Their riverfront property has a value well over $60,000 and will be damaged or devalued in excess of $10,000, exclusive of interest and costs by the erosion; noise, water, air and visual pollution; and other adverse effects of the works purported to be authorized by the permit and/or other federal agency actions complained of.

4. G. Campbell Dowd and Miriam W. Dowd, his wife, reside with their three children, in their home at 11523 East Evergreen Highway, Vancouver, Clark County, Washington, on riverfront property consisting of about five acres, all owned by them. Their riverfront property has a value well over $75,000 and will be damaged

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5. John C. Brougher and Esther Brougher, his wife, reside at 10407 S. E. Evergreen Highway, Vancouver, Clark County, Washington, on riverfront property consisting of about 2.7 acres, all owned by them. Their riverfront property has a value well over $75,000 and will be damaged or devalued in excess of $10,000, exclusive of interest and costs by the erosion; noise; water, air and visual pollution; and other adverse effects of the works purported to be authorized by the permit and/or other federal agency actions complained of.

6. Elizabeth G. Donaugh resides with her husband and two children in their home at 11737 S. E. Evergreen Highway, Vancouver, Clark County, Washington, on riverfront property consisting of about four and a half acres, all owned by her as her separate property. Her riverfront property has a value well over $60,000 and will be damaged or devalued in excess of $10,000, exclusive of interest and costs by the erosion; noise; water, air and visual pollution; and other adverse effects of the work purported to be authorized by the permit and/or other federal agency actions complained of.

7. Heyes Peterson and Mary P. Peterson, his wife, reside with their two children in their home at 7117 East Evergreen Highway, Vancouver, Clark County, Washington, on riverview property consisting of about two-thirds acres, all owned by them. Their abovesaid property will be damaged or devalued by the noise; water, air and visual pollution; and other adverse effects of the works purported to be authorized by the permit. Whether their property will be damaged more than $10,000, exclusive of interest and costs, or



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less than that sum, will depend upon the severity and extent of the noise; water, air and visual pollution; and other adverse effects, but might exceed the abovesaid sum alone or in combination with effects on their personal health, peace and tranquility and that of their family.

8. Raymond H. Andruss and Margaret Andruss, his wife, reside with their four children in their home at 905 S. E. 94th Avenue, Vancouver, Clark County, Washington, on property owned by them. Their abovesaid property will be damaged or devalued by the noise; water, air and visual pollution; and other adverse effects of the works purported to be authorized by the permit. Whether their property will be damaged more than $10,000, exclusive of interest and costs, or less than that sum, will depend upon the severity and extent of the noise; water, air and visual pollution; and other adverse effects, but might exceed the abovesaid sum alone or in combination with effects on their personal health, peace and tranquility and that of their family.

9. Bert L. Bauersachs and Helen Bauersachs, his wife, reside in their home at 301 Farview Drive, Vancouver, Clark County, Washington, on property owned by them. Their abovesaid property will be damaged or devalued by the noise, water, air and visual pollution; and other adverse effects of the works purported to be authorized by the permit. Whether their property will be damaged more than $10,000, exclusive of interest and costs, or less than that sum, will depend upon the severity and extent of the noise; water, air and visual pollution; and other adverse effects, but might exceed the abovesaid sum, alone or in combination with effects on their personal health, peace and tranquility.

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## II. PLAINTIFFS - STANDING TO SUE

10. All of the plaintiffs are citizens and residents of Vancouver, Clark County, Washington owning and residing on property on or along the Columbia River in the immediate vicinity of the proposed expansion of Portland International Airport. All are aggrieved and injured by some or all of the adverse effects complained of in this action. The locations of the plaintiffs' residences are indicated on a map attached to this complaint marked ATTACHMENT B and incorporated herein.

11. Three of the plaintiff couples and plaintiff Donaugh - plaintiffs Carl A. Petterson and Martha A. Petterson, his wife; G. Campbell Dowd and Miriam W. Dowd, his wife; John C. Brougher and Esther Brougher, his wife; and Elizabeth G. Donaugh - own and reside on riverfront property bordering on the Columbia River opposite Portland International Airport, Government, Sand (Tri-Club) and Lemon Islands. Their properties are so located that the closure of the south channel of the Columbia River and diversion of its waters northwesterly through a cut in Government Island (as purportedly authorized by the permit) would direct those waters at the Washington shore of the Columbia River and threaten destruction of these plaintiffs' properties through erosion.

12. Three plaintiff couples - plaintiffs Heyes Peterson and Mary P. Peterson, his wife; Raymond H. Andruss and Margaret Andruss, his wife; and Bert L. Bauersachs and Helen Bauersachs, his wife - own and reside on non-riverfront property near the Washington shore of the Columbia River. They and their properties will be injured and damaged by all of the adverse effects of the proposed expansion of Portland International Airport except the erosion by water.

13. In this action, each of the plaintiffs represents his own interests and has a large personal stake in its outcome. Each



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Vancouver, Clark County, Washington owning and residing on property on or along the Columbia River in the immediate vicinity of the proposed expansion of Portland International Airport. All are aggrieved and injured by some or all of the adverse effects complained of in this action. The locations of the plaintiffs' residences are indicated on a map attached to this complaint marked ATTACHMENT B and incorporated herein.

11. Three of the plaintiff couples and plaintiff Donaugh - plaintiffs Carl A. Petterson and Martha A. Petterson, his wife; G. Campbell Dowd and Miriam W. Dowd, his wife; John C. Brougher and Esther Brougher, his wife; and Elizabeth G. Donaugh - own and reside on riverfront property bordering on the Columbia River opposite Portland International Airport, Government, Sand (Tri-Club) and Lemon Islands. Their properties are so located that the closure of the south channel of the Columbia River and diversion of its waters northwesterly through a cut in Government Island (as purportedly authorized by the permit) would direct those waters at the Washington shore of the Columbia River and threaten destruction of these plaintiffs' properties through erosion.

12. Three plaintiff couples - plaintiffs Heyes Peterson and Mary P. Peterson, his wife; Raymond H. Andruss and Margaret Andruss, his wife; and Bert L. Bauersachs and Helen Bauersachs, his wife - own and reside on non-riverfront property near the Washington shore of the Columbia River. They and their properties will be injured and damaged by all of the adverse effects of the proposed expansion of Portland International Airport except the erosion by water.

13. In this action, each of the plaintiffs represents his own interests and has a large personal stake in its outcome. Each



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plaintiff believes that the contentions he advances reflect the general public interest as well and seeks to protect the public interest.

14. Each plaintiff has been, is and will be caused injury in fact, economic and otherwise, as more fully explained heretofore and below.

15. Each plaintiff seeks in this action to protect interests which are within the zones of interests to be protected or regulated by the statutes and constitutional guarantees in question, namely those cited in plaintiffs' allegations. The interests plaintiffs seek to protect are more fully explained heretofore and below.

16. Each plaintiff has suffered, is suffering, and will suffer a legal wrong because of the federal agency actions complained of and has been, is, and will be adversely affected and aggrieved by the federal agency actions complained of within the meaning of the relevant constitutional guarantees or statutes. The relevant constitutional guarantees or statutes are those cited by plaintiffs in their allegations as to jurisdiction.

17. The injury in fact suffered, the legal wrong, the adverse effect and grievance of each of the plaintiffs is that the federal actions complained of have, do or will unlawfully -

(a) Devalue his property and adversely affect his personal health, peace and tranquility and that of his family, through excessive noise, erosion of the bank of the river, air and water pollution, deprivation of natural scenic beauty of aesthetic and economic value, and danger of aircraft accidents.

(b) Take his property without due process of law and without just compensation.



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general public interest as well and seeks to protect the public interest.

14. Each plaintiff has been, is and will be caused injury in fact, economic and otherwise, as more fully explained heretofore and below.

15. Each plaintiff seeks in this action to protect interests which are within the zones of interests to be protected or regulated by the statutes and constitutional guarantees in question, namely those cited in plaintiffs' allegations. The interests plaintiffs seek to protect are more fully explained heretofore and below.

16. Each plaintiff has suffered, is suffering, and will suffer a legal wrong because of the federal agency actions complained of and has been, is, and will be adversely affected and aggrieved by the federal agency actions complained of within the meaning of the relevant constitutional guarantees or statutes. The relevant constitutional guarantees or statutes are those cited by plaintiffs in their allegations as to jurisdiction.

17. The injury in fact suffered, the legal wrong, the adverse effect and grievance of each of the plaintiffs is that the federal actions complained of have, do or will unlawfully -

(a) Devalue his property and adversely affect his personal health, peace and tranquility and that of his family, through excessive noise, erosion of the bank of the river, air and water pollution, deprivation of natural scenic beauty of aesthetic and economic value, and danger of aircraft accidents.

(b) Take his property without due process of law and without just compensation.



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(c) Destroy fisheries, wildlife, recreational, conservational, navigation, aesthetic, historic and spiritual values from all or some of which each plaintiff and his or her family has personally benefited.

(d) Injure his interests and those of the general public in the aesthetic, conservational, recreational, historic, navigation, fish and wildlife, pollution, ecology, private and public health and welfare, natural resources, scientific, educational, planning, urban design, safety, environmental quality and other aspects of the Columbia River and its environs, especially in the Portland, Oregon-Vancouver, Washington metropolitan area but not limited thereto.

(e) Injure his political and citizenship interests and those of the general public of the United States.

(f) Injure him and the peoples of Washington, Oregon and the United States economically and otherwise by injury to the waters of the Columbia River, their navigability, the fish and other marine and wildlife therein, the bed, islands,bars, and sands by dams, dikes, causeways, fill, destruction of islands, erosion, shoaling, silting, pollution, noise and other changes.

18. Each plaintiff and his family has used and/or does use and personally benefit from the areas of the Columbia River, its islands etc. in the vicinity of Portland International Airport for boating, fishing, swimming, water skiing, camping, picnicking, hiking or other recreational activities and for the aesthetic, spiritual, educational and historic enrichment of their lives and those of their families. In these activities and interests they are typical



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vational, navigation, aesthetic, historic and spiritual values from all or some of which each plaintiff and his or her family has personally benefited.

(d) Injure his interests and those of the general public in the aesthetic, conservational, recreational, historic, navigation, fish and wildlife, pollution, ecology, private and public health and welfare, natural resources, scientific, educational, planning, urban design, safety, environmental quality and other aspects of the Columbia River and its environs, especially in the Portland, Oregon-Vancouver, Washington metropolitan area but not limited thereto.

(e) Injure his political and citizenship interests and those of the general public of the United States.

(f) Injure him and the peoples of Washington, Oregon and the United States economically and otherwise by injury to the waters of the Columbia River, their navigability, the fish and other marine and wildlife therein, the bed, islands,bars, and sands by dams, dikes, causeways, fill, destruction of islands, erosion, shoaling, silting, pollution, noise and other changes.

18. Each plaintiff and his family has used and/or does use and personally benefit from the areas of the Columbia River, its islands etc. in the vicinity of Portland International Airport for boating, fishing, swimming, water skiing, camping, picnicking, hiking or other recreational activities and for the aesthetic, spiritual, educational and historic enrichment of their lives and those of their families. In these activities and interests they are typical



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of many others of the general public. These benefits will be destroyed by the federal actions complained of.

For example,

(a) Carl A. Petterson and Martha A. Petterson, his wife, have for years and do now frequently engage in recreational activities, including boating, picnicking, fishing, and walking on, in or along the Columbia River in the area of the proposed expansion and the affected islands.

(b) G. Campbell Dowd and Miriam W. Dowd, his wife, own a cruising sail boat which they moor at their property. They and their family have for years and do now frequently engage in sailing, picnicking and fishing in the Columbia River in the areas of the proposed expansion and the affected islands.

(c) John C. Brougher and Esther Brougher, his wife, have for years and do now engage in boating, picnicking, and walking on, in or along the Columbia River, Government, Sand and Lemon Islands and their vicinity. For several decades John C. Brougher has worked for the preservation of the historic aspects of the Columbia River and Ft. Vancouver. He is now serving another term as President of the Ft. Vancouver Historical Society.

(d) Elizabeth G. Donaugh and her family own a cabin cruiser. She and her family have for years and do now frequently engage in boating, swimming, picnicking, fishing, hiking, and camping on, in, or along the Columbia River, Government, Sand and Lemon Islands and their vicinity.



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For example,

(a) Carl A. Petterson and Martha A. Petterson, his wife, have for years and do now frequently engage in recreational activities, including boating, picnicking, fishing, and walking on, in or along the Columbia River in the area of the proposed expansion and the affected islands.

(b) G. Campbell Dowd and Miriam W. Dowd, his wife, own a cruising sail boat which they moor at their property. They and their family have for years and do now frequently engage in sailing, picnicking and fishing in the Columbia River in the areas of the proposed expansion and the affected islands.

(c) John C. Brougher and Esther Brougher, his wife, have for years and do now engage in boating, picnicking, and walking on, in or along the Columbia River, Government, Sand and Lemon Islands and their vicinity. For several decades John C. Brougher has worked for the preservation of the historic aspects of the Columbia River and Ft. Vancouver. He is now serving another term as President of the Ft. Vancouver Historical Society.

(d) Elizabeth G. Donaugh and her family own a cabin cruiser. She and her family have for years and do now frequently engage in boating, swimming, picnicking, fishing, hiking, and camping on, in, or along the Columbia River, Government, Sand and Lemon Islands and their vicinity.



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(e) Heyes Peterson and Mary P. Peterson, his wife, own a cruising sailboat. They and their family have for years, and do now frequently engage in sailing, swimming, picnicking, fishing, biking, and camping on, in or along the Columbia River, Government, Sand and Lemon Islands and their vicinity.

(f) Raymond H. Andruss and Margaret Andruss, his wife, own a 33-foot cabin cruiser. They and their family have for years and do now frequently engage in boating, swimming, fishing, picnicking, and hiking on, in, or along the Columbia River, Government, Sand, and Lemon Islands and their vicinity.

(g) Bert L. Bauersachs and Helen Bauersachs, his wife, own a small boat. They and their family have for years and do now frequently engage in boating, swimming, fishing, picnicking, and hiking on, in, or along the Columbia River, Government, Sand and Lemon Islands, and their vicinity.

19. All the plaintiffs participated in the administrative proceedings prior to the issuance of the Corps of Engineers permit complained of herein.

20. Each plaintiff is a proper, appropriate, and responsible private attorney general to represent the general public interest or certain aspects thereof.

21. Each of the plaintiffs is and was a member of organizations which were and are plaintiffs in Citizens Committee for the Columbia River et al. vs. Resor et al, No. 69-498 in this Court, as follows:





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have for years, and do now frequently engage in sailing, swimming, picnicking, fishing, biking, and camping on, in or along the Columbia River, Government, Sand and Lemon Islands and their vicinity.

(f) Raymond H. Andruss and Margaret Andruss, his wife, own a 33-foot cabin cruiser. They and their family have for years and do now frequently engage in boating, swimming, fishing, picnicking, and hiking on, in, or along the Columbia River, Government, Sand, and Lemon Islands and their vicinity.

(g) Bert L. Bauersachs and Helen Bauersachs, his wife, own a small boat. They and their family have for years and do now frequently engage in boating, swimming, fishing, picnicking, and hiking on, in, or along the Columbia River, Government, Sand and Lemon Islands, and their vicinity.

19. All the plaintiffs participated in the administrative proceedings prior to the issuance of the Corps of Engineers permit complained of herein.

20. Each plaintiff is a proper, appropriate, and responsible private attorney general to represent the general public interest or certain aspects thereof.

21. Each of the plaintiffs is and was a member of organizations which were and are plaintiffs in Citizens Committee for the Columbia River et al. vs. Resor et al, No. 69-498 in this Court, as follows:



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(a) Carl A. Petterson is and was a member of the Citizens Committee for the Columbia River; Sierra Club; Washington State Sportsmen's Council, Inc.; Association of Northwest Steelheaders; and Washington Environmental Council.

(b) G. Campbell Dowd is a member of the Citizens Committee for the Columbia River.

(c) John C. Brougher is a member of the Citizens Committee for the Columbia River.

(d) Elizabeth G. Donaugh is a member of the Citizens Committee for the Columbia River.

(e) Heyes Peterson is a member of the Citizens Committee for the Columbia River.

(f) Raymond H. Andruss is a member of the Citizens Committee for the Columbia River.

(g) Bert L. Bauersachs is a member of the Citizens Committee for the Columbia River.

III. DEFENDANTS

22. Defendant Stanley S. Resor is, and was at all times pertinent to the orders, findings, actions, and decisions complained of herein, Secretary of the Department of the Army of the United States, with authority and responsibility either personally, or by action of his assistants and agents to whom he has delegated authority, for actions, findings, orders, and decisions relating to the application of the Port of Portland, an Oregon municipal corporation, for a certain permit for works in the Columbia River near Portland, Oregon, and Vancouver, Washington, in connection with expansion of Portland International Airport, all as more fully appears hereinafter

23. Defendant Frederick J. Clarke is, and has been since August 1, 1969, and at the times pertinent to some of the orders,



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Citizens Committee for the Columbia River; Sierra Club; Washington State Sportsmen's Council, Inc.; Association of Northwest Steelheaders; and Washington Environmental Council.

(b) G. Campbell Dowd is a member of the Citizens Committee for the Columbia River.

(c) John C. Brougher is a member of the Citizens Committee for the Columbia River.

(d) Elizabeth G. Donaugh is a member of the Citizens Committee for the Columbia River.

(e) Heyes Peterson is a member of the Citizens Committee for the Columbia River.

(f) Raymond H. Andruss is a member of the Citizens Committee for the Columbia River.

(g) Bert L. Bauersachs is a member of the Citizens Committee for the Columbia River.

## III. DEFENDANTS

22. Defendant Stanley S. Resor is, and was at all times pertinent to the orders, findings, actions, and decisions complained of herein, Secretary of the Department of the Army of the United States, with authority and responsibility either personally, or by action of his assistants and agents to whom he has delegated authority, for actions, findings, orders, and decisions relating to the application of the Port of Portland, an Oregon municipal corporation, for a certain permit for works in the Columbia River near Portland, Oregon, and Vancouver, Washington, in connection with expansion of Portland International Airport, all as more fully appears hereinafter

23. Defendant Frederick J. Clarke is, and has been since August 1, 1969, and at the times pertinent to some of the orders,



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of the countryside and public park, and recreation lands, wildlife and waterfowl refuges, and historic sites,

(2) he had not cooperated and consulted with the Secretaries of Interior, Housing and Urban Development, and Agriculture, and with the States in developing transportation plans and programs that include measures to maintain or enhance the natural beauty of the lands traversed,

(3) there were and are feasible and prudent alternatives to the use of the area of the Columbia River and of the islands to be dredged or changed, both at the existing location of the airport and at other locations,

(4) the plan, program, and project he approved did not include all possible planning to minimize harm to the park, recreational area, wildlife and waterfowl refuges, and historic site.

38. All other approvals, if any, made by the Secretary of Transportation or his assistants or agents to whom he has delegated authority or any other members or officers of his department approving the proposed expansion of Portland International Airport under other authorities are likewise unlawful and invalid, including, but not limited to, approvals given by any of the officers or agents of the Federal Aviation Administration of the Department of Transportation in that the requirements of 49 USC §1653(f) have not been met.

39. The program or project is also subject to the requirements of the Federal - Aid Highway Act of 1968, 23 USC §138, which became effective August 23, 1968. The terms of 23 USC §138 are identical with those of 49 USC §1653(f) set out above. For the same reasons set out above, the federal actions complained of violate 23 USC §138 and permits and approvals are invalid.

40. Insofar as any orders, findings, actions, and decisions



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(2) he had not cooperated and consulted with the Secretaries of Interior, Housing and Urban Development, and Agriculture, and with the States in developing transportation plans and programs that include measures to maintain or enhance the natural beauty of the lands traversed,

(3) there were and are feasible and prudent alternatives to the use of the area of the Columbia River and of the islands to be dredged or changed, both at the existing location of the airport and at other locations,

(4) the plan, program, and project he approved did not include all possible planning to minimize harm to the park, recreational area, wildlife and waterfowl refuges, and historic site.

38. All other approvals, if any, made by the Secretary of Transportation or his assistants or agents to whom he has delegated authority or any other members or officers of his department approving the proposed expansion of Portland International Airport under other authorities are likewise unlawful and invalid, including, but not limited to, approvals given by any of the officers or agents of the Federal Aviation Administration of the Department of Transportation in that the requirements of 49 USC §1653(f) have not been met.

39. The program or project is also subject to the requirements of the Federal - Aid Highway Act of 1968, 23 USC §138, which became effective August 23, 1968. The terms of 23 USC §138 are identical with those of 49 USC §1653(f) set out above. For the same reasons set out above, the federal actions complained of violate 23 USC §138 and permits and approvals are invalid.

40. Insofar as any orders, findings, actions, and decisions



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of the defendants or their agencies have been made after June 30, 1970, with respect to the Port of Portland's proposed airport expansion or the Oregon State Highway Commission's I-205 bridge and highway, they are invalid also because in violation of the provisions of the Airport and Airway Development and Revenue Acts of 1970, P.L. 91-258, 84 Stat. 219, especially the provisions of section 16 thereof, 49 USC §1701, especially §1716.

41. Plaintiffs have had great difficulty obtaining information relating to federal approvals granted, but believe and therefore allege

(a) that neither the defendant John Volpe, Secretary of Transportation, nor any of his assistants or agents have approved the causeway or causeways involved in the Port of Portland's proposed expansion of Portland International Airport into the Columbia River, as required under 49 USC §1655(g)(6), and, therefore, the permit granted by the Corps of Engineers (Attachment A) is invalid. If the causeway or causeways have been approved, however, the approval is invalid and unlawful because it did not meet the requirements of 49 USC §1653(f) and other Acts referred to in this complaint and was granted arbitrarily and capriciously in violation of the requirements of law and of due process of law.

(b) that neither the defendant John Volpe, Secretary of Transportation, nor any of his assistants or agents have approved (1) the plans, programs, or project of the Oregon State Highway Commission for the location, design, and construction of the proposed interstate highway I-205 on the area proposed to be filled, nor (2) the location, design or construction of the proposed bridge across the Columbia River beginning at the end of the proposed fill. If such approvals



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highway, they are invalid also because in violation of the provisions of the Airport and Airway Development and Revenue Acts of 1970, P.L. 91-258, 84 Stat. 219, especially the provisions of section 16 thereof, 49 USC §1701, especially §1716.

41. Plaintiffs have had great difficulty obtaining information relating to federal approvals granted, but believe and therefore allege

(a) that neither the defendant John Volpe, Secretary of Transportation, nor any of his assistants or agents have approved the causeway or causeways involved in the Port of Portland's proposed expansion of Portland International Airport into the Columbia River, as required under 49 USC §1655(g)(6), and, therefore, the permit granted by the Corps of Engineers (Attachment A) is invalid. If the causeway or causeways have been approved, however, the approval is invalid and unlawful because it did not meet the requirements of 49 USC §1653(f) and other Acts referred to in this complaint and was granted arbitrarily and capriciously in violation of the requirements of law and of due process of law.

(b) that neither the defendant John Volpe, Secretary of Transportation, nor any of his assistants or agents have approved (1) the plans, programs, or project of the Oregon State Highway Commission for the location, design, and construction of the proposed interstate highway I-205 on the area proposed to be filled, nor (2) the location, design or construction of the proposed bridge across the Columbia River beginning at the end of the proposed fill. If such approvals



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have been given, however, they are invalid and unlawful for the reasons stated in subparagraph (a) above.

42. Defendant Rogers C. B. Morton, Secretary of the Department of the Interior of the United States, has authorities and responsibilities which relate directly to the decision of the Secretary of the Army in granting a permit to the Port of Portland for its dredge, fill, and construction work in the Columbia River (Attachment A) and which relate directly to the requirements placed upon the Secretary of Transportation by the terms of 49 USC §1653(f 23 USC §138, and P.L. 91-258, i.e., which relate to the decisions of the Secretary of Transportation or his assistants and agents in approving the proposed airport expansion, dikes, causeways, dredge and fill, interstate highway, and bridge. In each of these decisions made by the Secretary of the Army or the Secretary of Transportation, reliance is placed upon the consultation, studies and recommendations of the Secretary of the Interior, who is or was responsible to carry out on behalf of the people of the United States the policies and requirements assigned to him under The Transportation Act of 1966, 49 USC §1653(f), The Fish and Wildlife Coordination Act, The Pittman-Robertson Act, The Estuarine Areas Act, the Water Pollution Control Act, and The Memorandum of Understanding between the Secretary of Interior and the Secretary of the Army, The National Environmental Policy Act, and other acts. Defendant Secretary of the Interior Rogers C. B. Morton or his predecessors have not carried out the requirements placed upon them by these statutes in connection with the proposals of the Port of Portland and Oregon State Highway Commission, and have either directly or through their assistants and agents acted in an arbitrary and capricious fashion, acted contrary to facts, failed to inform themselves adequately to carry out their responsibilities



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42. Defendant Rogers C. B. Morton, Secretary of the Department of the Interior of the United States, has authorities and responsibilities which relate directly to the decision of the Secretary of the Army in granting a permit to the Port of Portland for its dredge, fill, and construction work in the Columbia River (Attachment A) and which relate directly to the requirements placed upon the Secretary of Transportation by the terms of 49 USC §1653(f) 23 USC §138, and P.L. 91-258, i.e., which relate to the decisions of the Secretary of Transportation or his assistants and agents in approving the proposed airport expansion, dikes, causeways, dredge and fill, interstate highway, and bridge. In each of these decisions made by the Secretary of the Army or the Secretary of Transportation, reliance is placed upon the consultation, studies and recommendations of the Secretary of the Interior, who is or was responsible to carry out on behalf of the people of the United States the policies and requirements assigned to him under The Transportation Act of 1966, 49 USC §1653(f), The Fish and Wildlife Coordination Act, The Pittman-Robertson Act, The Estuarine Areas Act, the Water Pollution Control Act, and The Memorandum of Understanding between the Secretary of Interior and the Secretary of the Army, The National Environmental Policy Act, and other acts.

Defendant Secretary of the Interior Rogers C. B. Morton or his predecessors have not carried out the requirements placed upon them by these statutes in connection with the proposals of the Port of Portland and Oregon State Highway Commission, and have either directly or through their assistants and agents acted in an arbitrary and capricious fashion, acted contrary to facts, failed to inform themselves adequately to carry out their responsibilities



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findings, actions, and decisions complained of herein, Chief of Engineers, Corps of Engineers of the United States Army, with authority directly or by delegation from the Secretary of the Army for actions, findings, orders, and decisions relating to the application of the Port of Portland, an Oregon municipal corporation, for a certain permit for works in the Columbia River near Portland, Oregon, and Vancouver, Washington, for expansion of Portland International Airport, all as more fully appears hereinafter. In his official capacity as Chief of Engineers, Defendant Frederick J. Clarke is responsible for all orders, findings, actions, and decisions complained of herein which were made by his predecessors as Chief of Engineers in their official capacity. If any of the orders, findings, actions, and decisions complained of were made in his individual capacity, Defendant Frederick J. Clarke is responsible for them and for his persisting in any such actions made by any of his predecessors in his individual capacity.

24. Defendant Paul D. Triem, is, and has been since June 15, 1970, and at the times pertinent to some of the orders, findings, actions, and decisions complained of in this action, District Engineer, Portland District, Corps of Engineers of the U. S. Army, with authority directly or by delegation from the Secretary of the Army for actions, findings, orders, and decisions relating to the application of the Port of Portland, an Oregon municipal corporation, for the permit issued August 5, 1969, to the Port of Portland, complained of herein. In his official capacity as Portland District Engineer, Defendant Paul D. Triem is responsible for all orders, findings, actions, and decisions complained of herein which were made by his predecessors as Portland District Engineer in their official capacity. If any of the orders, findings, actions, and

authority directly or by delegation from the Secretary of the Army for actions, findings, orders, and decisions relating to the application of the Port of Portland, an Oregon municipal corporation, for a certain permit for works in the Columbia River near Portland, Oregon, and Vancouver, Washington, for expansion of Portland International Airport, all as more fully appears hereinafter. In his official capacity as Chief of Engineers, Defendant Frederick J. Clarke is responsible for all orders, findings, actions, and decisions complained of herein which were made by his predecessors as Chief of Engineers in their official capacity. If any of the orders, findings, actions, and decisions complained of were made in his individual capacity, Defendant Frederick J. Clarke is responsible for them and for his persisting in any such actions made by any of his predecessors in his individual capacity.

24. Defendant Paul D. Triem, is, and has been since June 15, 1970, and at the times pertinent to some of the orders, findings, actions, and decisions complained of in this action, District Engineer, Portland District, Corps of Engineers of the U. S. Army, with authority directly or by delegation from the Secretary of the Army for actions, findings, orders, and decisions relating to the application of the Port of Portland, an Oregon municipal corporation, for the permit issued August 5, 1969, to the Port of Portland, complained of herein. In his official capacity as Portland District Engineer, Defendant Paul D. Triem is responsible for all orders, findings, actions, and decisions complained of herein which were made by his predecessors as Portland District Engineer in their official capacity. If any of the orders, findings, actions, and



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decisions complained of were made in his individual capacity, Defendant Paul D. Triem is responsible for them and for his persisting in any such actions made by any of his predecessors in his individual capacity.

25. Defendant John Volpe is, and was at all times pertinent to the orders, findings, actions, and decisions complained of herein, Secretary of the Department of Transportation of the United States, with authority and responsibility either personally, or by action of his assistants and agents to whom he has delegated authority, for the actions, findings, orders, and decisions (a) relating to the application of the Port of Portland, an Oregon municipal corporation, to the Corps of Engineers for the permit for works in the Columbia River near Portland, Oregon, and Vancouver, Washington, for expansion of Portland International Airport, (b) relating to plans, programs, and projects of the Port of Portland to expand Portland International Airport, and (c) relating to the orders, programs and projects of the State Highway Commission of Oregon to locate a highway (I-205) on the area of the Columbia River proposed to be filled, and to construct a bridge across the Columbia River from the area to be filled to the Washington shore.

26. Defendant Rogers C. B. Morton is, and was at times pertinent to some of the orders, findings, actions, and decisions complained of in this action, Secretary of the Department of the Interior of the United States with authority and responsibility, either personally or by action of his assistants and agents to whom he has delegated authority, for actions, findings, orders, and decisions (a) relating to the application of the Port of Portland, an Oregon municipal corporation, to the Corps of Engineers for the permit to do certain works in the Columbia River



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ing in any such actions made by any of his predecessors in his individual capacity.

25. Defendant John Volpe is, and was at all times pertinent to the orders, findings, actions, and decisions complained of herein, Secretary of the Department of Transportation of the United States, with authority and responsibility either personally, or by action of his assistants and agents to whom he has delegated authority, for the actions, findings, orders, and decisions (a) relating to the application of the Port of Portland, an Oregon municipal corporation, to the Corps of Engineers for the permit for works in the Columbia River near Portland, Oregon, and Vancouver, Washington, for expansion of Portland International Airport, (b) relating to plans, programs, and projects of the Port of Portland to expand Portland International Airport, and (c) relating to the orders, programs and projects of the State Highway Commission of Oregon to locate a highway (I-205) on the area of the Columbia River proposed to be filled, and to construct a bridge across the Columbia River from the area to be filled to the Washington shore.

26. Defendant Rogers C. B. Morton is, and was at times pertinent to some of the orders, findings, actions, and decisions complained of in this action, Secretary of the Department of the Interior of the United States with authority and responsibility, either personally or by action of his assistants and agents to whom he has delegated authority, for actions, findings, orders, and decisions (a) relating to the application of the Port of Portland, an Oregon municipal corporation, to the Corps of Engineers for the permit to do certain works in the Columbia River



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near Portland, Oregon for expansion of Portland International Airport, (b) relating to plans, programs, and projects of the Port of Portland to expand Portland International Airport; and (c) relating to the orders, programs, and projects of the State Highway Commission of Oregon to locate a highway (I-205) on the area of the Columbia River proposed to be filled, and to construct a bridge across the Columbia River from the area to be filled to the Washington shore. In his official capacity as Secretary of the Interior, Defendant Rogers C. B. Morton is responsible for all orders, findings, actions, and decisions complained of herein which were made by his predecessors as Secretary of the Interior in their official capacity. If any of the orders, findings, actions, and decisions complained of were made in his individual capacity, Defendant Rogers C. B. Morton is responsible for them, and for his persisting in any such actions made by any of his predecessors in his individual capacity.

## IV. DESCRIPTION OF PROJECT AND NARRATIVE OF EVENTS

27. Some time prior to 1968 the Port of Portland began consideration of possible expansion of Portland International Airport at its existing location or the construction of an additional new airport at another location, and decided to expand the airport at its present location by dredging and filling a large adjacent area of the Columbia River in the vicinity of Portland and opposite from Vancouver, Washington. The proposed land fill was approximately 700 acres, more than one square mile of the Columbia River. On the grounds of the airport as proposed would be military aviation, commercial aviation (both passenger and cargo), an industrial park, and commercial and other activities.

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28. The proposed fill would involve tne closure of the south channel of the Columbia River now flowing to the south of the above-mentioned islands, and the diversion of that part of the river's flow into the north channel of the Columbia River through a cut to be dug through Government Island.

29. The project would require the complete dredging up or covering up and destruction of Lemon Island (except for a small tip), total elimination of Sand Island, and of a large part of Government Island, which islands presently lie in the Columbia River in the area of the proposed airport expansion. These islands are, or include, publicly owned wildlife and game refuges, and are heavily used for recreational purposes. They include lands acquired by the State of Oregon with federal assistance under the Pittman-Robertson Act, 16 USC §669, and lands which Multnomah County, Oregon, applied and qualified for federal assistance in purchasing for park purposes -- assistance which was to be granted from The Land and Water Conservation Fund, administered by the Department of the Interior.

30. The project would require the use of lands from Sand (Tri-Club), Lemon, and Government Islands, as above described, and use of waters of the Columbia River. It would have serious adverse effects on the Fort Vancouver National Historic Monument in Vancouver, Washington, and might take, through erosion and other impacts, lands from that monument. The abovesaid islands, the affected area of the Columbia River, and the Fort Vancouver National Historic Monument are an historic area and site or sites of national importance, part of the route of the Lewis and Clark expedition both inbound and outbound. They are also otherwise involved in the early history of the exploration and settlement of the Pacific Northwest. They are part of the area ordered to be



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studied by the Congress in consideration for designation as a national scenic trail -- i.e., the Lewis and Clark Trail in The National Trails System Act of October 2, 1968 [16 USC §1241, et seq., esp. §1244(c)(4)].

31. On May 3, 1968, the Port of Portland applied to the District Engineer of the Portland District for a permit to carry out the dredging, filling, and construction of works necessary for the proposed airport expansion. Public notice was given, letters of protest received, and the application of the Port of Portland was revised. On August 1, 1968, at Portland, Oregon, a public hearing was held by The Corps of Engineers on the revised application. Communications were received by the Corps of Engineers from various other federal agencies.

32. On August 5, 1969, Corps of Engineers permit NPPND-WM-P 1507-27 (Columbia River-Dredging)-166 for the proposed dredge, fill and construction work in the Columbia River for the expansion of Portland International Airport was granted to the Port of Portland by Colonel Robert Bangert, then Portland District Engineer, by authority of the defendant Resor, Secretary of the Army, subject to certain terms and conditions which were accepted by the Port of Portland. A copy of that permit is attached hereto marked ATTACHMENT A and incorporated in its entirety in this complaint.

33. The Port of Portland proposes to dredge and fill in more than one square mile of the Columbia River, constructing one or more dikes and causeways in the river as part of the project. The Highway Commission of the State of Oregon proposes to locate a new interstate highway (I-205) on the area filled and to construct a bridge across the Columbia River beginning at the end of the filled area. To carry out its expansion as proposed the Port of Portland will require and has applied to the Federal Aviation Administration



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of the Department of Transportation for approval of the airport expansion project. To carry out the proposed interstate highway and construction, the Oregon State Highway Commission will require and has applied for approval of its plans, program and project for I-205 to the Federal Highway Administration of the Department of Transportation, and to carry out its plans, program, and project for the bridge, the Oregon State Highway Commission has applied for and will require approval of its bridge plans, etc., and a permit from the Coast Guard, which is part of the Department of Transportation. The defendant John Volpe, Secretary of the Department of Transportation, has authority over and is responsible for, either directly or by delegation to his assistants and agents, approval of (1) the causeway or causeways proposed by the Port of Portland, (2) the airport expansion proposed by the Port of Portland, (3) the interstate highway (I-205) proposed by the Oregon State Highway Commission, and (4) the bridge over the Columbia River proposed by the Oregon State Highway Commission.

## V. CLAIM OF INVALIDITY OF THE CORPS OF ENGINEERS PERMIT UNDER THE RIVERS AND HARBORS ACT OF 1899 (33 USC § 401)

34. The Corps of Engineers in granting the permit dated August 5, 1969, (Attachment A) has exceeded its statutory authority, and the permit is therefore invalid, unlawful, and void. Any action by the Port of Portland to dredge or fill in the Columbia River pursuant to this permit would be, therefore, unlawful. The abovesaid permit (Attachment A) purports by its terms to be granted "under the provisions of Section 10 of the act of Congress approved March 3, 1899 (33 USC §403)". The proposed dredge and fill and other works include, however, one or more dikes, causeways, and



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construction, the Oregon State Highway Commission will require and has applied for approval of its plans, program and project for I-205 to the Federal Highway Administration of the Department of Transportation, and to carry out its plans, program, and project for the bridge, the Oregon State Highway Commission has applied for and will require approval of its bridge plans, etc., and a permit from the Coast Guard, which is part of the Department of Transportation. The defendant John Volpe, Secretary of the Department of Transportation, has authority over and is responsible for, either directly or by delegation to his assistants and agents, approval of (1) the causeway or causeways proposed by the Port of Portland, (2) the airport expansion proposed by the Port of Portland, (3) the interstate highway (I-205) proposed by the Oregon State Highway Commission, and (4) the bridge over the Columbia River proposed by the Oregon State Highway Commission.

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dams to be built over or in the Columbia River, which is a navigable river of the United States. According to the terms of 33 USC §401, 30 Stat. 1151:

> "It shall not be lawful to construct or commence the construction of any [bridge], dam, dike, or causeway over or in any port, roadstead, haven, harbor, canal, navigable river, or other navigable water of the United States until the consent of Congress to the building of such structures shall have been obtained and until the plans for the same shall have been submitted to and approved by the Chief of Engineers and by the Secretary of the Army . . ."

The Congress has not given its consent to the building of these dikes, causeways, or dams, or any of them.

## VI. CLAIM OF INVALIDITY OF THE CORPS OF ENGINEERS PERMIT UNDER REQUIREMENTS OF DUE PROCESS OF LAW

35. Even if the application of the Port of Portland to dredge and fill in the Columbia River for the expansion of Portland International Airport did not involve a dam, dike, or causeway, it would still be invalid, unlawful, and void, for even under the authority of 33 USC §403, the action of the Corps of Engineers in granting this permit has been arbitrary and capricious, in violation of procedures and standards required by law, based on an inadequate record, unsupported by the record, and based upon procedures and actions which violate the due process clause of the Fifth Amendment to the U. S. Constitution.

## VII. CLAIM UNDER THE DEPARTMENT OF TRANSPORTATION ACT OF 1966, THE FEDERAL AID HIGHWAY ACT OF 1968, AND THE AIRPORT AND AIRWAY DEVELOPMENT AND REVENUE ACTS OF 1970

36. Because the expansion of Portland International Airport



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as proposed requires the use of publicly owned land from a recreation area and wildlife and waterfowl refuge of national, state and local significance (Government Island Game Management Area), and of an historic site of national, state, and local significance (i.e. The Columbia River area, the islands, and the Fort Vancouver National Monument), the program and project is subject to the requirements of §4(f) of the Department of Transportation Act of 1966, 49 USC §1653(f) which states as follows:

> "It is hereby declared to be the national policy that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites. The Secretary of Transportation shall cooperate and consult with the Secretaries of the Interior, Housing and Urban Development, and Agriculture, and with the States in developing transportation plans and programs that include measures to maintain or enhance the natural beauty of the lands traversed. After August 23, 1968, the Secretary shall not approve any program or project which requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance as determined by the Federal, State, or local officials having jurisdiction thereof, or any land from an historic site of national, State, or local significance as so determined by such officials unless (1) there is no feasible and prudent alternative to the use of such land, and (2) such program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use."

37. On July 11, 1969, defendant John Volpe, Secretary of the Department of Transportation, gave his approval to the plan, program and project of the Port of Portland for the expansion of Portland International Airport into the Columbia River. This order, finding, act, or decision of the defendant John Volpe, Secretary of Transportation, was in violation of 49 USC §1653(f) in that

(1) he had not followed the declared national policy by making the required special effort to preserve the natural beauty



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and protect the public interest, and have violated the requirements of law and of due process of law. As a result, the decisions, findings, orders, and actions of the Secretaries of the Army and of Transportation relating to the proposed expansion of Portland International Airport into the Columbia River made heretofore are invalid and unlawful, and no further permits or approvals relating to this expansion or for the location of interstate highway 205 or the construction of the proposed bridge on the proposed fill can lawfully be granted.

## VIII. CLAIM OF INVALIDITY UNDER THE NATIONAL ENVIRONMENTAL POLICY ACT

43. All of the federal actions complained of herein relate to the expansion of Portland International Airport and the location and construction of I-205 highway and bridge across the Columbia River utilizing the works purported to be authorized by the permit. These federal actions are actions which will significantly and negatively affect the quality of the human environment in the Portland-Vancouver metropolitan area and elsewhere along the Columbia River. The federal actions complained of are all unlawful invalid, and void because the defendants have not followed the policies of nor complied with the requirements of The National Environmental Policy Act of 1969, P.L. 91-190; 83 Stat. 852, 42 USC §4321, particularly, but not limited to, the requirements of Section 102 of that Act, 42 USC §4332. No substantial work has yet been carried out under the permit and other federal actions complained of herein.

## IX. RELIEF SOUGHT

WHEREFORE, Plaintiffs ask the Court for a declaratory judgment, a permanent injunction, and a writ of mandamus

(a) declaring the permit dated August 5, 1969, granted



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by the Corps of Engineers to the Port of Portland invalid unlawful, and void;

(b) declaring the approval of the plans, programs, and projects of the Port of Portland for expansion of Portland International Airport made by the defendant John Volpe, Secretary of the Department of Transportation on or about July 11, 1969, to be invalid, unlawful, and void;

(c) declaring any and all other approvals made by the Government defendants or any of their assistants or agents heretofore relating to the plans, programs, or projects

((1)) of the Port of Portland for the expansion of Portland International Airport, including dredge, fill and construction work in the Columbia River,

((2)) of the State Highway Commission of Oregon for the location and construction of interstate highway 205 on the area of the Columbia River proposed to be filled by the Port of Portland for expansion of Portland International Airport, or for the construction of a bridge across the Columbia River, beginning at the end of that proposed fill,

to be invalid, unlawful, and void;

(d) permanently enjoining the Government defendants from either personally or through their assistants or agents approving any plans, programs or projects, or granting any permits for any dam, dike, or causeway in the Columbia River unless and until the consent of Congress to such dam, dike, or causeway has been



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obtained and the approval and consent of the Secretary of Transportation to such causeway has been obtained;

(e) permanently enjoining the Government defendants from either personally or through their assistants or agents approving any plans, programs or projects, or granting any permits or other forms of assistance for the expansion of Portland International Airport or location, design or construction of Interstate Highway 205 or the I-205 bridge if they in any way would utilize or be premised upon the utilization of the proposed works in the Columbia River covered by the permit, or any part of those works;

(f) permanently enjoining the Port of Portland either directly or indirectly from any further work in or near the Columbia River pursuant to the permit of August 5, 1969, except as may be agreed to by the parties by stipulation entered herein;

(g) ordering and requiring the defendants Resor, Clarke, and Triem to advise the Court of such work as may be needed to protect the Columbia River and its islands, beds, bars, sands or shores in their status quo or restore them to their status before any work was done by the Port of Portland pursuant to the permit of August 5, 1969, and ordering and requiring the Port of Portland to do such work at its own expense;

(h) ordering and requiring the defendants Resor, Clarke and Triem to supervise and inspect the work ordered under (g) above and to report to the Court its satisfactory completion.

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Plaintiffs ask also for judgment against all of the defendants. jointly and severally, and for such other and further relief as is just and equitable in the premises.

Marvin B. Durning

MARVIN B. DURNING
of DURNING, PRINCE & SMITH
Attorneys for Plaintiffs



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jointly and severally,

just and equitable in the premises.

Marvin B. Durning

MARVIN B. DURNING
of DURNING, PRINCE & SMITH
Attorneys for Plaintiffs



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DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 3946
PORTLAND, OREGON 97208

DEPARTMENT OF THE ARMY

NPPND-WM-P
1507-27(Columbia River-Dredging)-166.

PERMIT

Portland District, Corps of Engineers
5 August 1969

Port of Portland
Box 3529
Portland, Oregon 97208

Gentlemen:

Referring to written request dated 3 May 1968

Upon the recommendation of the Chief of Engineers, and under the provisions of Section 10 of the Act of Congress approved March 3, 1899, (33 USC 403) entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," you are hereby authorized by the Secretary of the Army.

to dredge and fill

in the Columbia River Miles 110.1 to 117.5

near Portland, Oregon - Vancouver, Washington

in accordence with the plans shown on the drawings attached hereto, marked 1507-27(Columbia River-Dredging)-166/1, 166/2, 166/3 and other plans as hereinafter prescribed subject to the following conditions:

Port of Portland
Box 3529
Portland, Oregon 97208

Gentlemen:

Referring to written request dated 3 May 1968 ——————————————————

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——————————————————————————————————————————————————————

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in accordance with the plans shown on the drawings attached hereto, marked 1507-27(Columbia River-Dredging)-166/1, 166/2, 166/3 and other plans as hereinafter prescribed subject to the following conditions: ——————

ATTACHMENT A
Complaint for Declaratory Judgment and Injunction etc.
Page 28

(a) That this instrument does not convey any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining State or local assent required by law for the work authorized.

(b) That the work authorized herein shall be subject to the supervision and approval of the District Engineer, Corps of Engineers, in charge of the District in which the work is to be performed.

(c) That any material dredged in the prosecution of the work herein authorized shall be removed evenly and no large refuse piles, ridges across the bed of the waterway, or deep holes that may have a tendency to cause injury to navigable channels or to the banks of the waterway shall be left. If any pipe, wire, or cable hereby authorized is laid in a trench, the formation of permanent ridges across the bed of the waterway shall be avoided and the backfilling shall be so done as not to increase the cost of future dredging for navigation. Any material to be deposited or dumped under this authorization shall be deposited or dumped at the locality shown on the drawings hereto attached, and, if so prescribed thereon, within or behind a retaining structure or structures which will prevent the return of the material to the waterway.

(d) That the work authorized herein shall be performed in a manner so as not to adversely affect the general public interest. Factors affecting the general public interest include, but are not limited to, navigation, fish and wildlife, water quality, conservation, aesthetics and ecology.

(e) That the District Engineer may at any time make such inspections as he may deem necessary to assure that the work is performed in accordance with the conditions of this permit and all expenses thereof shall be borne by the permittee.

(f) That work under this permit may be suspended and/or the permit modified by authority of the Secretary of The Army if, after an evaluation of all relevant factors, it is determined that suspension and/or modification is in the general public interest.

(g) That this permit may be revoked by authority of the Secretary of The Army based upon significant changes in conditions occurring after issuance of this permit if, after an evaluation of the impact of such changes in conditions on the general public interest, the Secretary determines that revocation is in the general public interest.

(h) That the permittee, upon receipt of a notice to suspend work under this permit shall immediately cease work and shall not commence work again until so authorized in writing by the Secretary of The Army or his authorized representative.

(i) That the permittee, upon receipt of a notice of modification of this permit, shall alter the performance of the work authorized herein as directed by the Secretary of The Army or his authorized representative.

(j) That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration, where the work authorized herein has not been completed, shall, without expense to the United States and in such time and manner as the Secretary of The Army or his authorized representative may require, cease all work and remove all or any part of the work as directed.

(k) That, if at any time after completion of the work authorized herein, the Secretary of The Army determines that the general public interest is adversely affected by deterioration of the work or by significant changes in conditions, the Secretary or his authorized representative may, by written notice, require the permittee, or its successor in interest, at its own expense, to restore the work to the condition prescribed herein or to remove all or any part of the work.

(l) That, if the permittee, or its successor in interest, is required by the Secretary of The Army or his authorized representative under any condition of this permit to remove all or any part of the work, and he fails to do so as required, the work may be removed by contract or otherwise and the cost thereof recovered from the permittee or its successor in interest.

(m) That any modification, suspension or revocation of this permit shall not be the basis for a claim against the United States.

(n) That the United States shall in no case be liable for any damage or injury to the structure or work herein authorized which may be caused by or result from future operations undertaken by the Government for the conservation or improvement of navigation, or for other purposes, and no claim or right to compensation shall accrue from any such damage.

(o) That no attempt shall be made by the permittee to forbid the full and free use by the public of all navigable waters at or adjacent to the work or structure authorized by this permit.

(p) That if the display of lights and signals on any work herein authorized is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard, shall be installed and maintained by and at the expense of the owner.

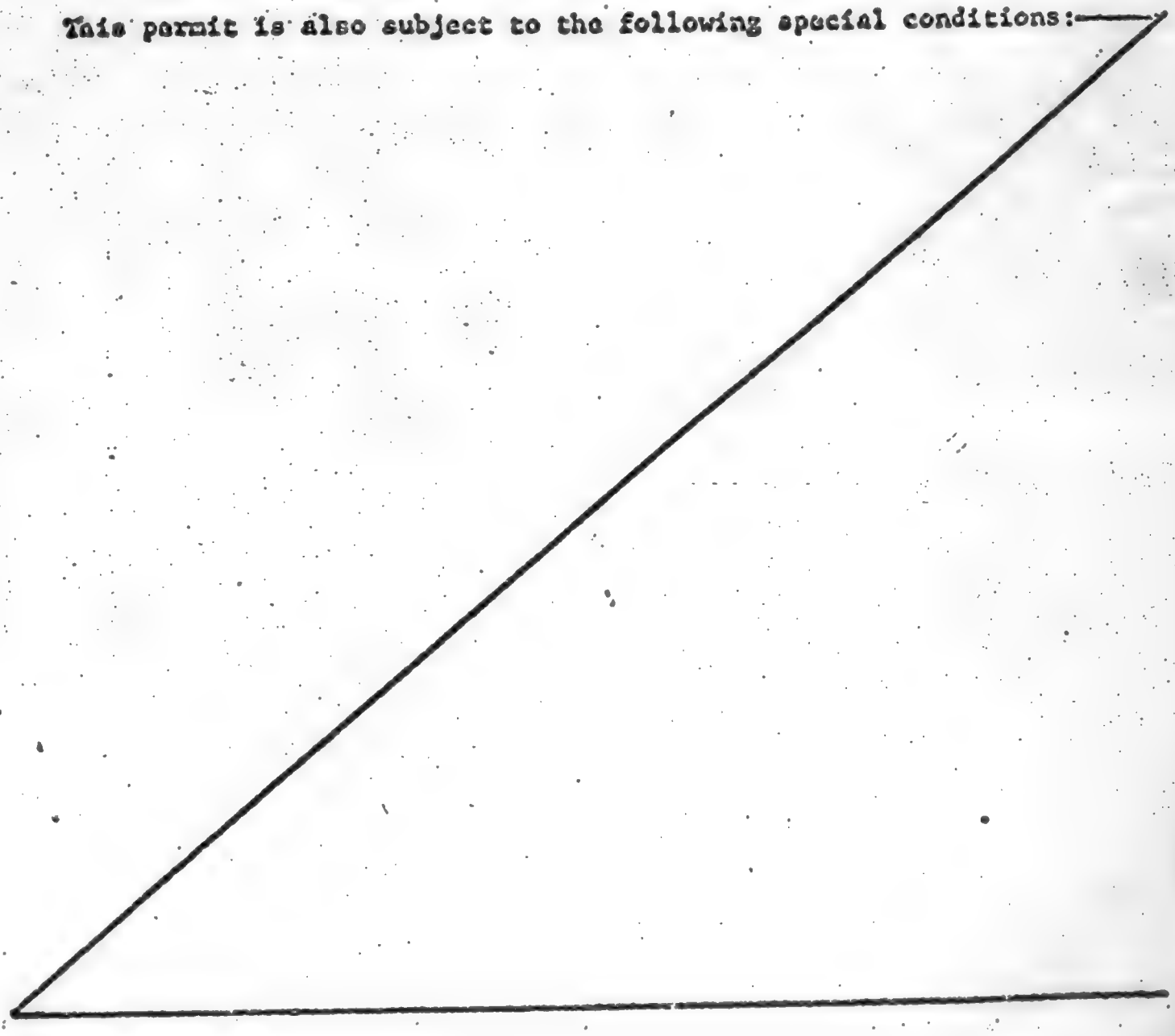
(q) That the permittee shall notify the District Engineer at what time the work will be commenced, and as far in advance of the time of commencement as the District Engineer may specify, and shall also notify him promptly, in writing, of the commencement of work, suspension of work, if for a period of more than one week, resumption of work, and its completion.

(r) That if the structure or work herein authorized is not completed on or before 31st day of December, 19 73, this permit, if not previously revoked or specifically extended, shall cease and be null and void.

(s) That the legal requirements of all Federal Agencies be met.

(t) That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require action by the Congress or other agencies of the Federal Government.

This permit is also subject to the following special conditions:



Special Conditions:

(1) That the State of Oregon be provided with appropriate lands, satisfactory to the State, in exchange for the State's land management areas of Lemon, Government and McGuire Islands. Evidence of the Oregon State Game Commission's satisfaction will be furnished by the permittee in the form of a letter from that Commission to the Port of Portland.

(2) That all maintenance dredging to presently maintained depths of Airport and Government Island Bars (River Mile 110-114), shall be done under the general direction and approval of the Government ( U.S. Army Engineers, Portland District), on the following basis: The established 5-year average maintenance dredging is 150,000 c.y. per year; accordingly, the Government will be responsible for removal of 150,000 c.y. annually during all of the period from the year the Port's dredging project in this area commences, through the year it is completed, plus a period of 3 complete years thereafter. The Port will be responsible for all additional dredging above 150,000 c.y. annually during said periods of time and disposal of materials all without cost to the Government. Should the Port be subject to payments of royalty for materials removed, no part of such costs will be assumed by the Government. The Government will advise the Port approximately 90 days in advance of any maintenance dredging required in the areas involved by this permit.

(3) That the permittee agrees it shall make initial hydrographic and topographic surveys of the entire reach and breadth of the Columbia River between river miles 107 and 117.5 substantially in accordance with the methods outlined in the Port of Portland letter of 27 June 1969 to the Portland District Engineer. Arrangements for such surveys should be made as soon as possible so that they will be completed prior to the commencement of substantial work under this permit. Any work commenced prior to the completion and submission of these surveys must be authorized in advance by the District Engineer. The permittee further agrees to repeat the hydrographic and topographic surveys upon completion of all initial dredging performed in connection with this permit. The permittee agrees that the surveys shall extend approximately 100 feet landward of all river bank lines. Appropriate evidence of each type of survey, both initial and final, shall be promptly furnished to the District Engineer. This provision does not relieve the permittee of any of its other obligations under the permit.

(4) That the permittee agrees it shall not be relieved by this permit of responsibility for any damage which it may cause to property of others arising out of or resulting from the prosecution of the work herein authorized.

(5) That the permittee agrees to bear expenses incurred by the Government beyond the Government's statutory authority in investigating shoaling or erosion caused by the authorized work and in approving plans of repair therefor.

(6) That the permittee agrees it shall make every effort to preserve the aesthetics of the area involved. No existing trees or vegetation will be destroyed or disturbed unless necessary. The planting of vegetation on the fill area slopes riverward from the proposed relocation of Marine Drive, the proposed public park area, the proposed recreation area and that portion of McGuire Island which is to be exchanged for Sand Island shall be done in conformance with the General Development Plans presented at the public hearing held to consider the permit application, and with specific plans to be prepared by a registered Landscape Architect. These specific plans will be submitted to the District Engineer for approval by 1 August 1970. The planting and other landscape work will be completed by 1 August 1972.

(7) That the permittee agrees it will prosecute work authorized by this permit in a manner so as to minimize the degradation of water quality caused by turbidity and oxygen depletion. The permittee agrees to provide for fill construction that will provide sufficient settling time to properly clarify discharge water prior to its return to the river. Dredged material of mud and silt composition is to be placed within retaining structures constructed with clean sand.

(8) That the permittee shall comply promptly with any regulations, conditions, or instructions affecting the work hereby authorized if and when issued by the Federal Water Pollution Control Administration and/or the State water pollution control agency having jurisdiction to abate or prevent water pollution. Such regulations, conditions or instructions in effect or prescribed by the Federal Water Pollution Control Administration or State agency are hereby made a condition of this permit.

By authority of the Secretary of the Army:

Robert B. Bangs COL CE
District Engineer

Permittee hereby accepts the terms and conditions of this permit.

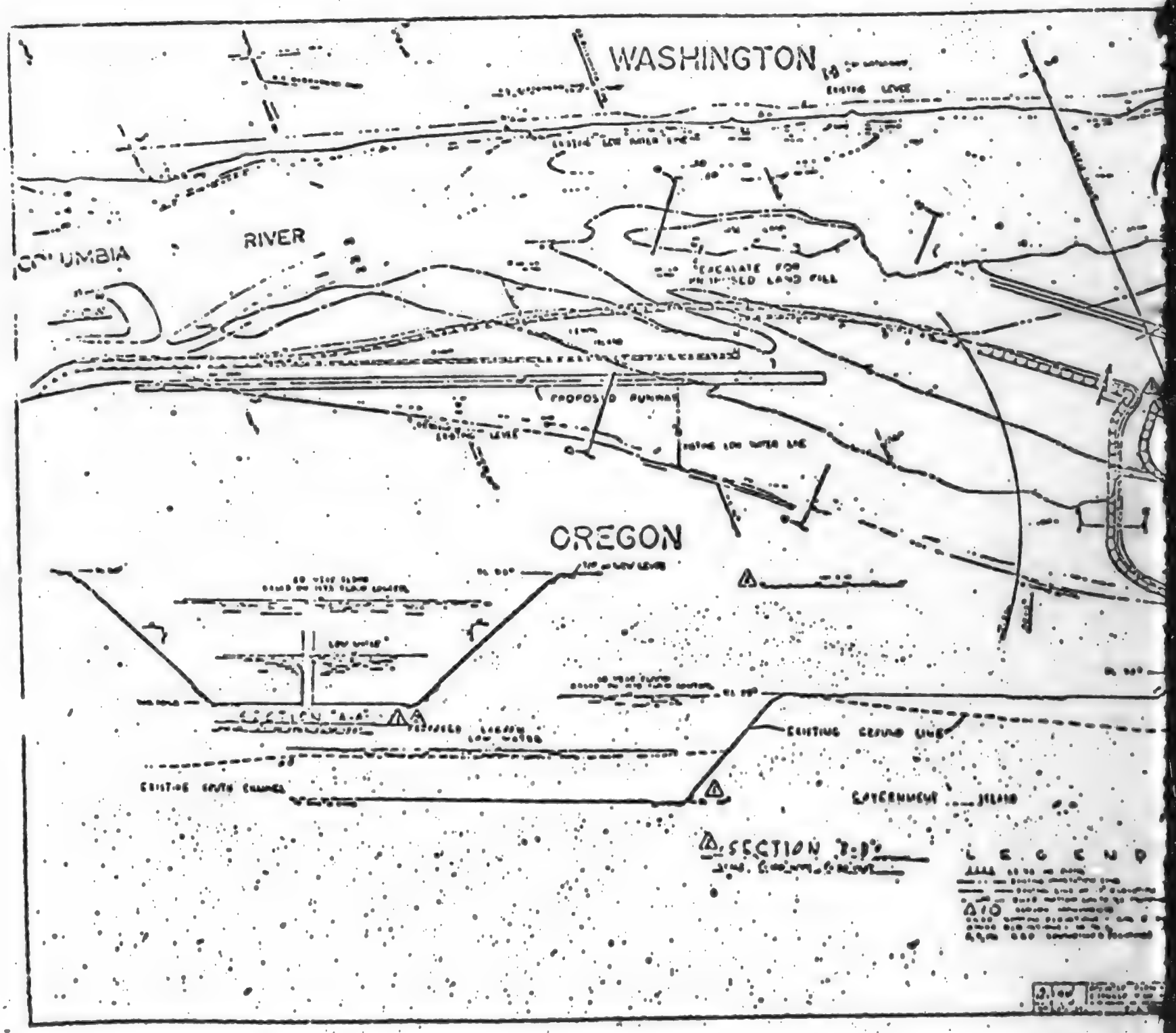
Permittee understands that failure to comply with all of the terms and conditions of this permit may result in its suspension or revocation.

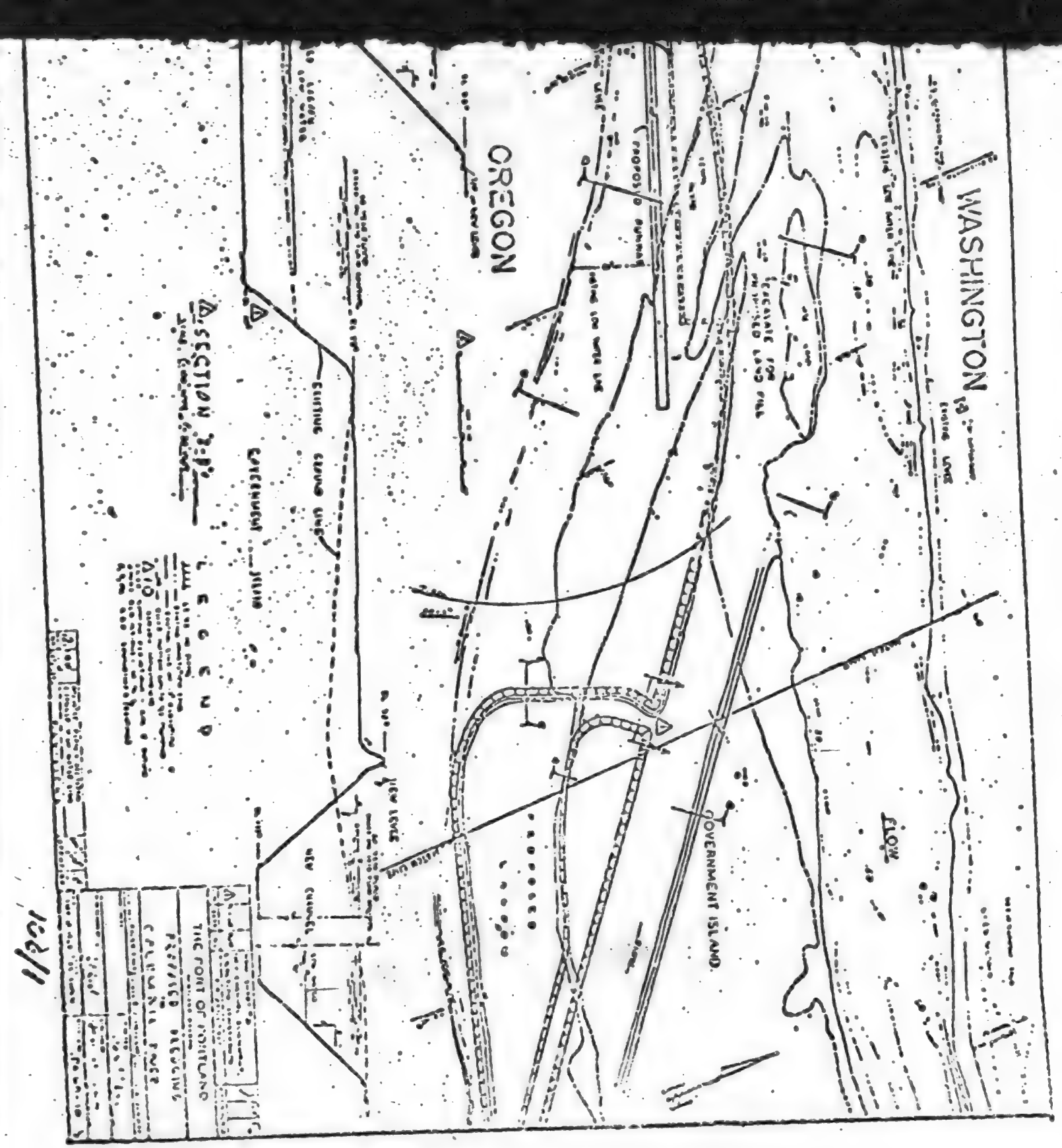
Port of Portland
By Dennis Lindsay, President
Permittee Date: January 5, 1969

By: _____

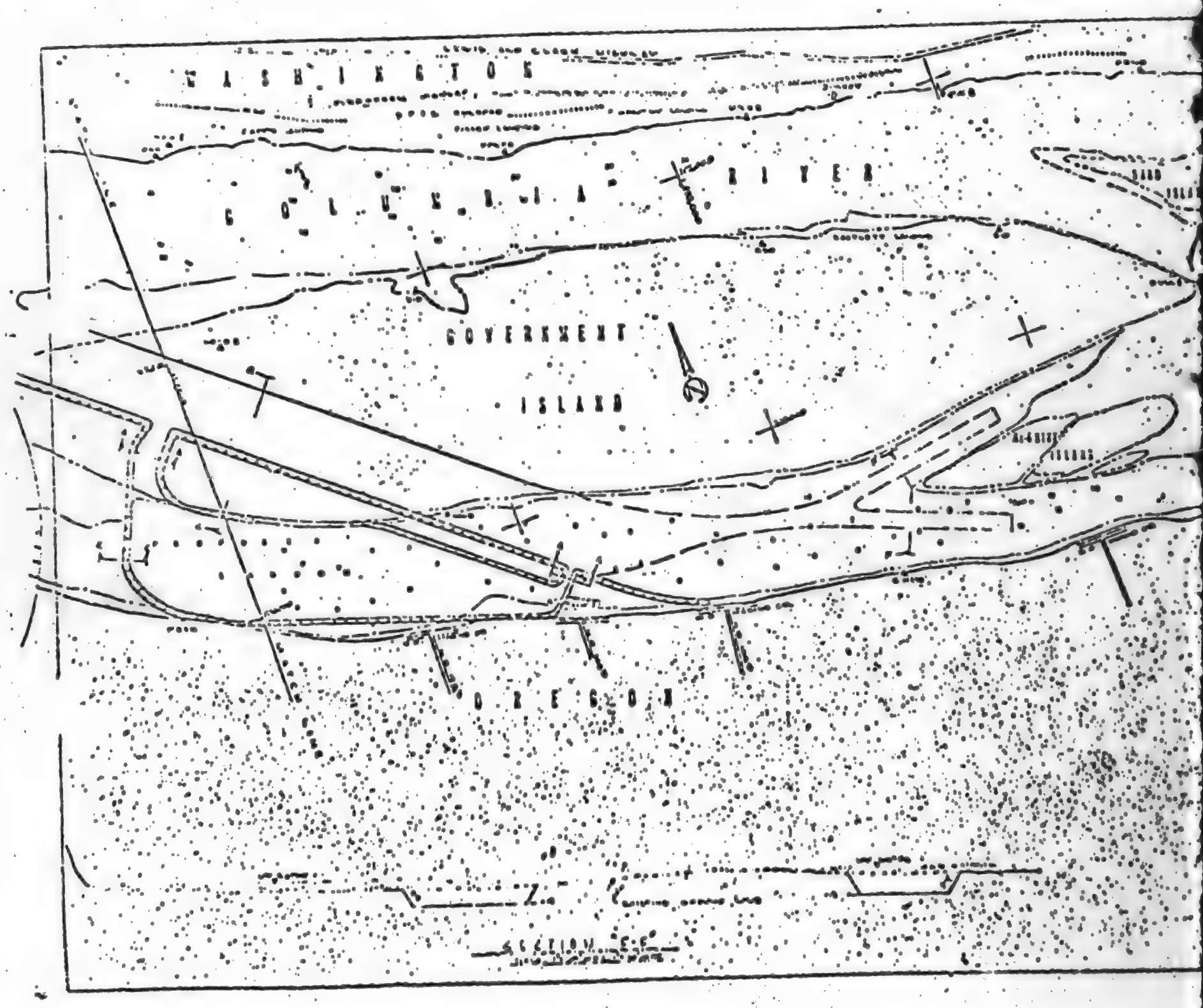
APPROVED AS TO FORM
[illegible]
Counsel for The Port of Portland

ATTACHMENT A
Complaint for Declaratory Judgment
and Injunction etc.
Page 33

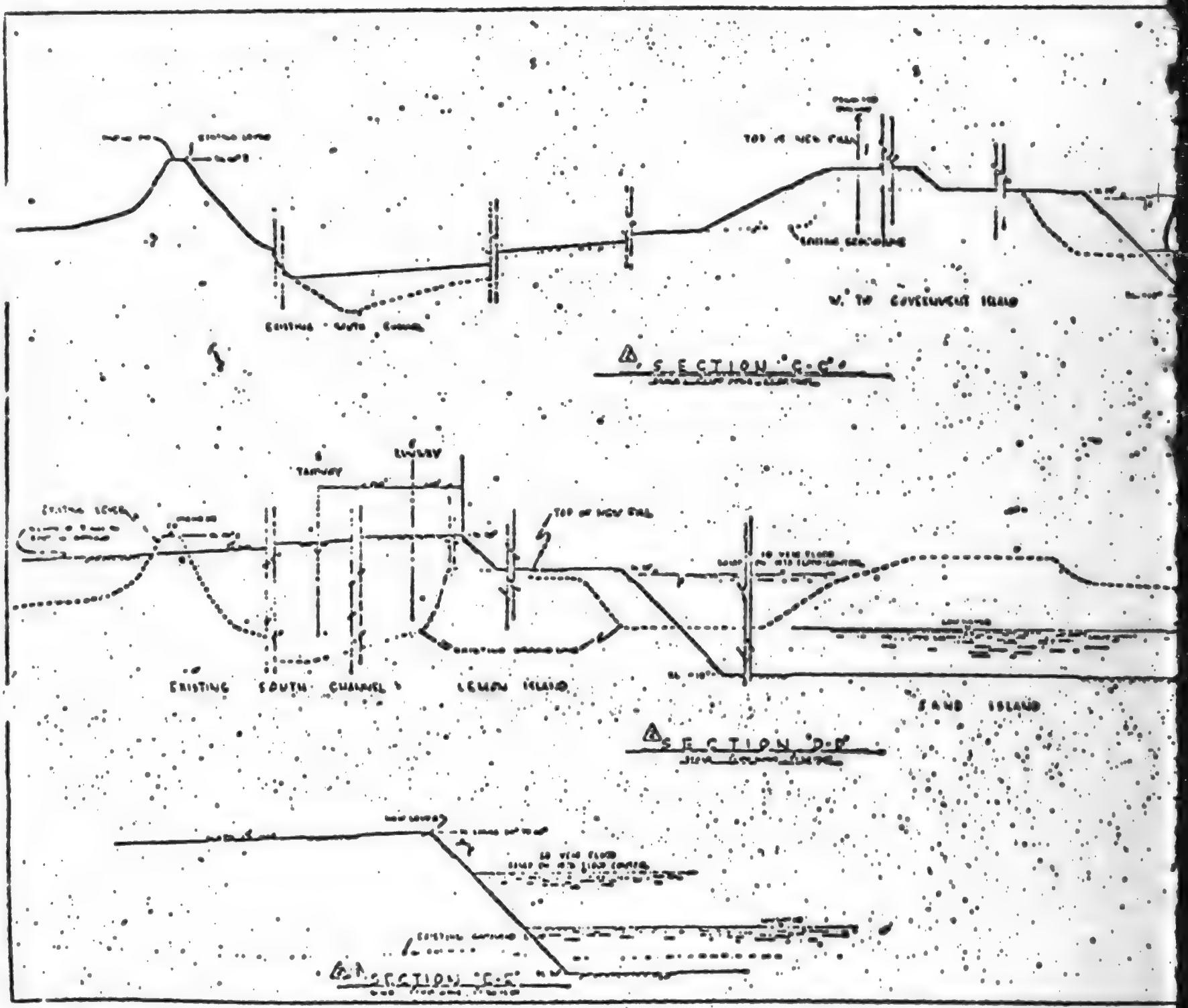

WASHINGTON
RIVER
OREGON
SECTION
LEGEND

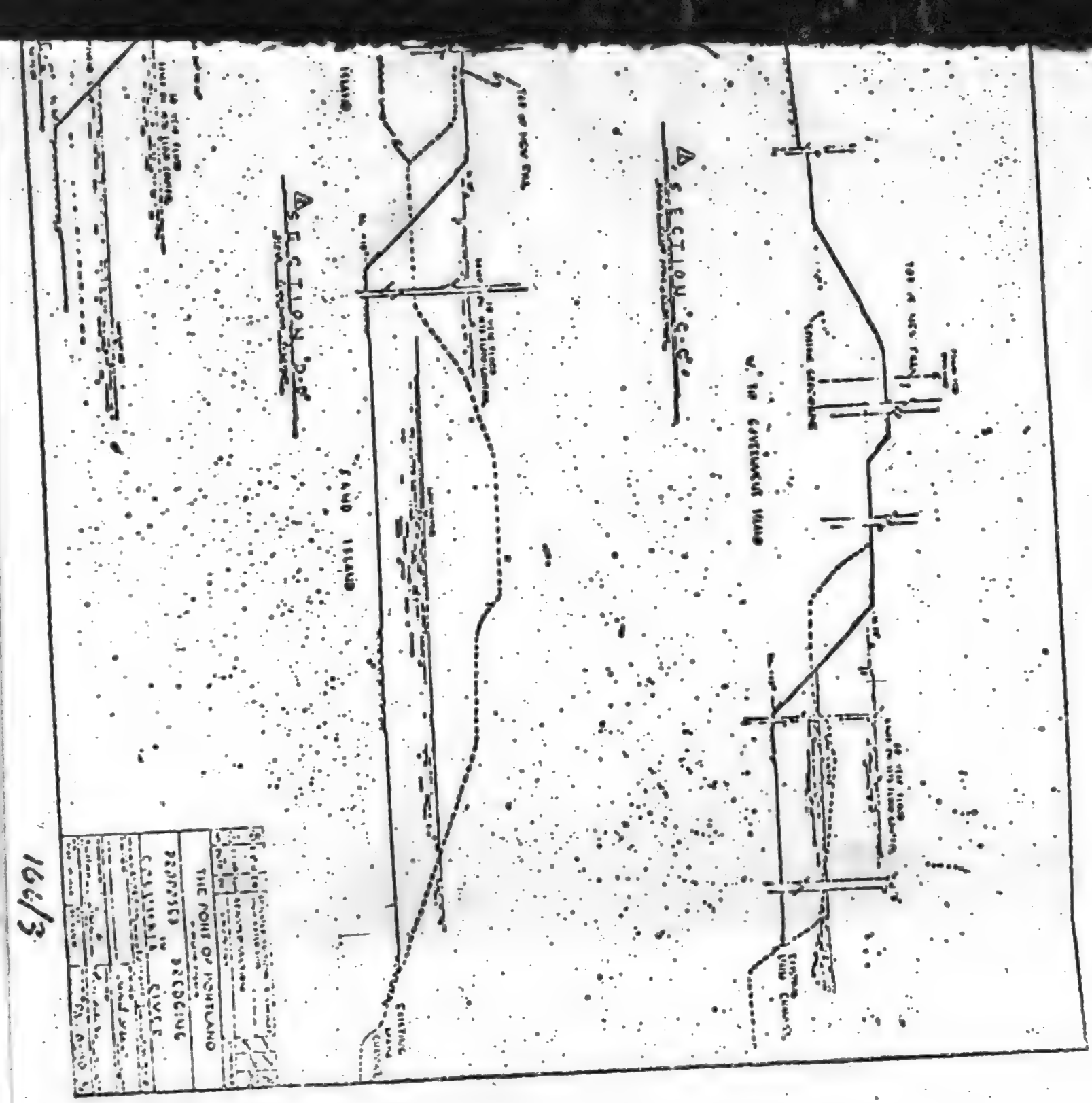



ATTACHMENT A
Complaint for Declaratory Judgment
and Injunction etc.
Page 34

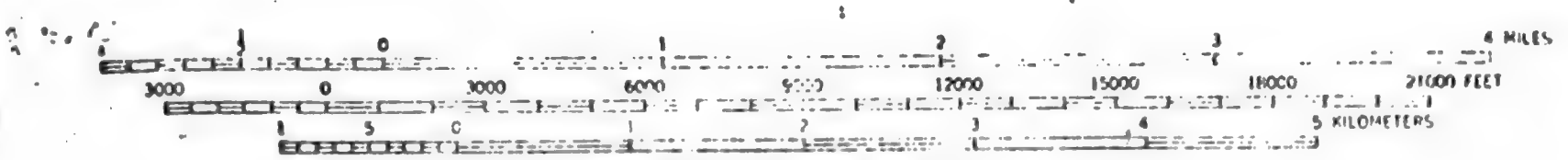

WASHINGTON
COLUMBIA RIVER
GOVERNMENT
ISLAND
OREGON

ATTACHMENT A
Complaint for Declaratory Judgment
and Injunction etc
Page 35


EXISTING SOUTH CHANNEL
LEMON ISLAND
SAND ISLAND




ATTACHMENT A
~~Complaint for Declaratory~~ Judgment
and Injunction etc.
Page 36

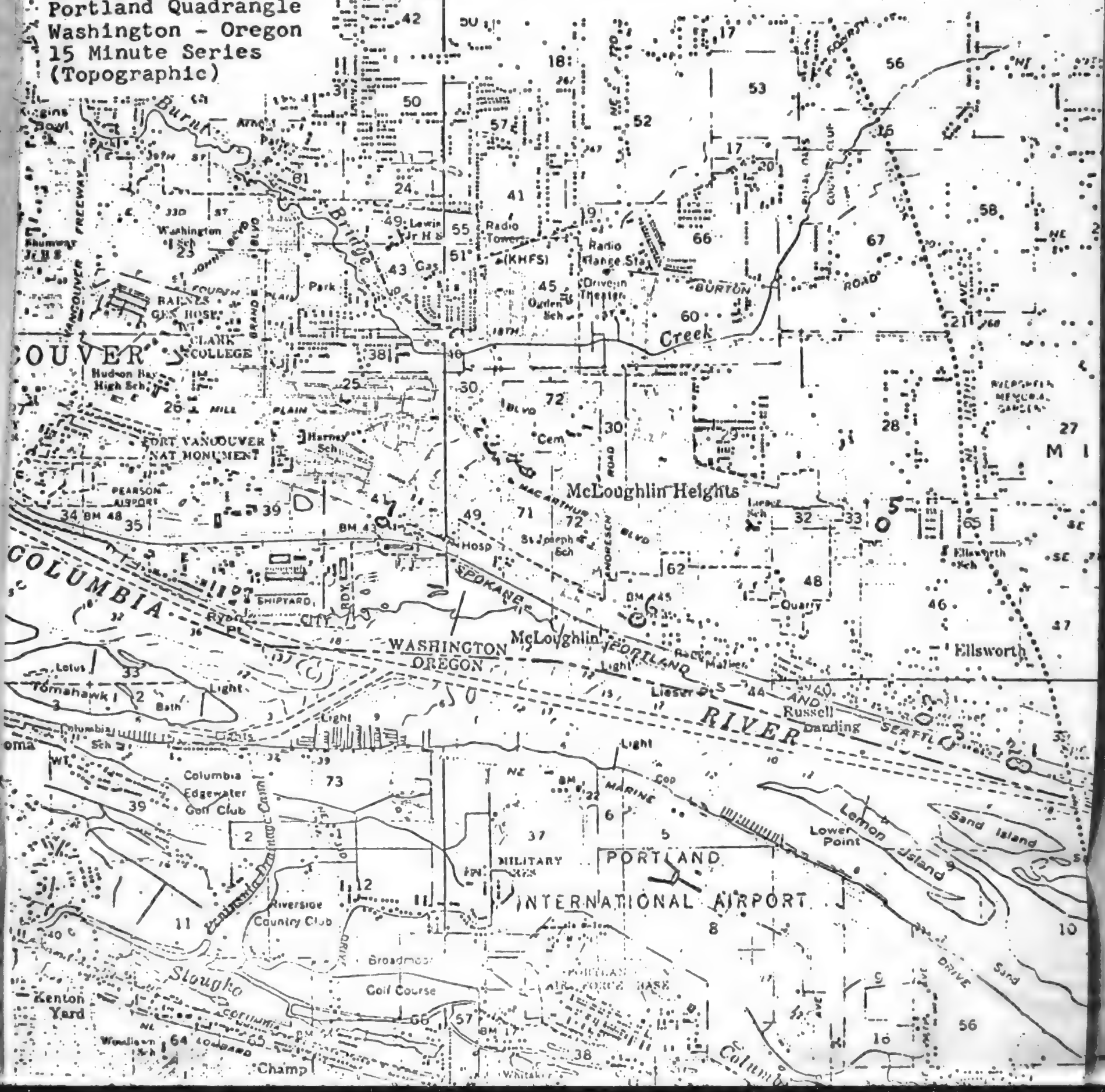



CONTOUR INTERVAL 40 FEET
DOTTED LINES REPRESENT 20 FOOT CONTOURS
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET—COLUMBIA RIVER DATUM
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 2 FEET

BASE MAP
U.S. Dept. of Int.
Geological Survey
Portland Quadrangle
Washington - Oregon
15 Minute Series
(Topographic)

LOCATION OF INDIVIDUAL PLAINTIFFS' PROPERTY

1. E. G. Donaugh
2. G. Campbell Dowd
3. Carl Petterson
4. John Brougher
5. Ray Andruss
6. Heyes Peterson
7. Bert Bauersachs



THE MEAN RANGE OF TIDE IS APPROXIMATELY 7 FEET

BASE MAP
U.S. Dept. of Int.
Geological Survey
Portland Quadrangle
Washington - Oregon
15 Minute Series
(Topographic)

LOCATION OF INDIVIDUAL PLAINTIFFS' PROPERTY

1. E. G. Donaugh
2. G. Campbell Dowd
3. Carl Petterson
4. John Brougher
5. Ray Andruss
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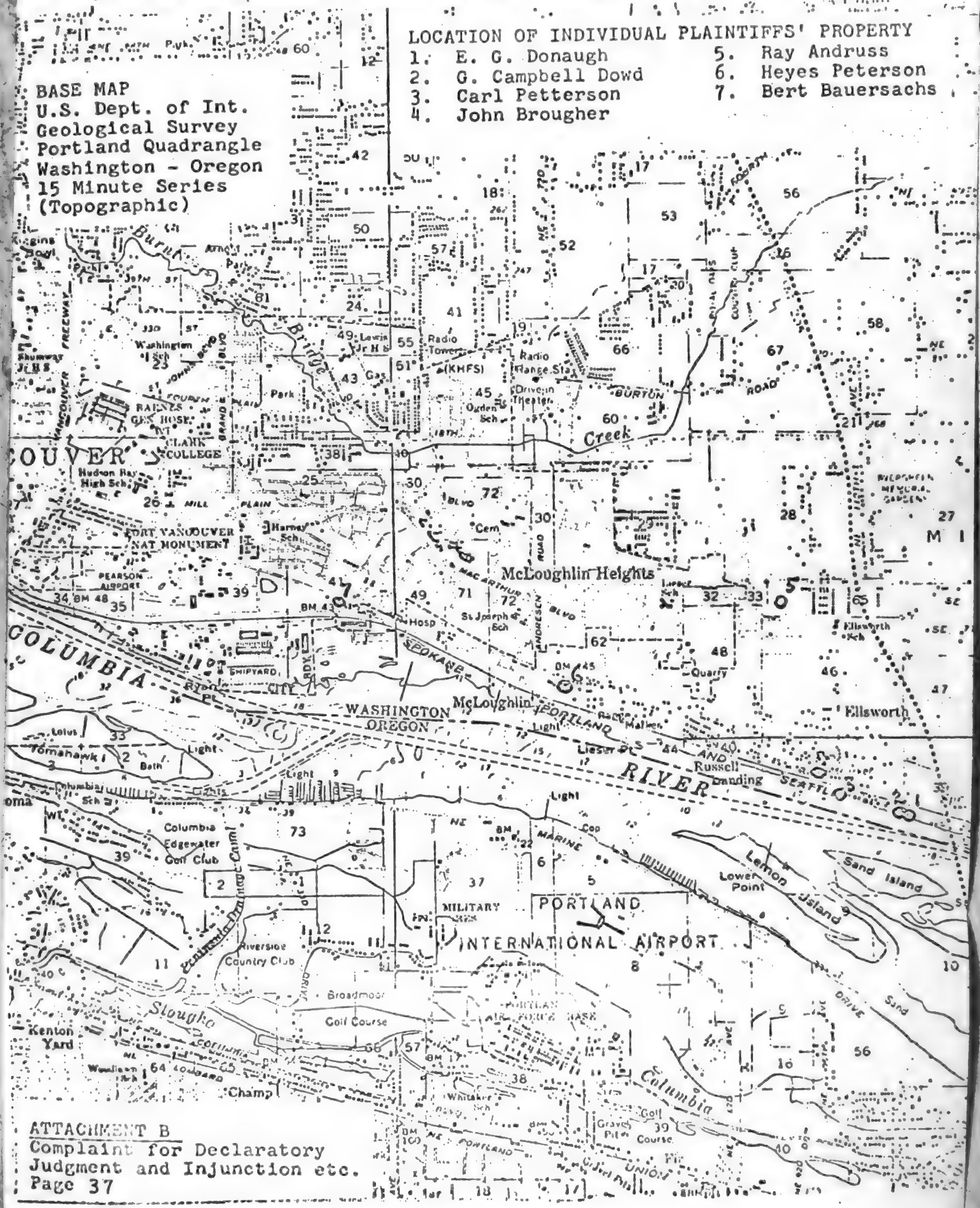


ATTACHMENT B
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LAW OFFICES
WOOD, WOOD, TATUM, MOSSER & BROOKE

ERSKINE WOOD
ERSKINE B. WOOD
LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
JOHN G. HOLDEN
DONALD J. MORGAN
PETER G. VOORHIES
PAUL N. WONACOTT
ROBERT I. SANDERS
JEFFREY E. SOLY

August 24, 1972

15TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204

TELEPHONE (503) 224-5430
CABLE: LINWOOD

Mr. George M. Baldwin
Administrator
State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear George:

Because you wanted the information on Dr. Petterson's statement that they were not opposing the bridge and highway, I refer you to the pretrial order, a copy of which I am confident Leonard has. At page 11, plaintiffs begin their contentions and list the identified federal agency action which they are challenging "with respect to the proposed expansion of Portland International Airport into the Columbia River, the Interstate 205 bridge and the Interstate 205 highway and the vicinity of the proposed expansion." He then lists the various approvals that the highway had had prior to his litigation.

At page 15, he points out that no environmental policy act statement had been prepared, either for the highway or for the bridge (contentions 11 and 12). In contentions 14, 15, and 16, he groups the highway, bridge, and airport together in complaining about their effect upon the Fort Vancouver national monument. In paragraph 19, he complains about all three projects and their effect upon the national scenic trail system. In contentions 45 and 46, he talks about the air pollution effects of all three and of the seismic problems in all three.

In contention 49, he complains about no studies of water pollution effects of all three. Contentions 53 and 54 relate to water pollution of all three projects. Complaints about fisheries' conservation of all three are listed in contentions 56 and 57.

The three are grouped together again in contentions 67 through 73. See also contentions 92, 94, and 95. Contention 97 groups the three again.

See page 50 of the pretrial order for his Contentions of Law, 21, 22, and 23, which make it quite clear that the bridge and highway are being challenged as well as the airport expansion.

Sincerely yours,

Lopton

LLT/cjc

RECEIVED
AUG 25 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Comments by George M. Baldwin
FAA Hearing - Sept. 26, 1968

As you pointed out in your opening remarks yesterday Mr. Blanchard, the only legal basis of this hearing is the FAA's concern with air space. The Port has been well aware of this fact but, because of the objections to airport expansion voiced almost entirely by some residents of Vancouver and Clark County, Washington, it has had no objection to broadening the hearing to provide them with an opportunity to further voice these objections.

The Port's presentation has deliberately been directed solely to the facts in issue here. No attempt was made to encourage attendance in order to pack this auditorium to form a cheering section.

You are as aware as we are as to what has happened:

First: An attempt has been made by our opponents to pack this auditorium and it fell flat. Where are the people today? We are disappointed. We brought in our consultants to give the facts because we wanted the people of Vancouver to hear the facts and hear all of them.

Second: No really new evidence has been presented by our opponents. Instead it has been pretty much a replay of the Corps of Engineer hearing.

Sixth: There was a preoccupation with some matters such as financing and land planning which are more properly the concern of Portland residents and Oregon residents. And I might add as a result of a statement just made in the last few minutes, I think the Port Commission is fully capable of managing its finances and needs no help from any so-called planner in Clark County.

Third: A large part of the testimony seemed to be directed more to the audience and to the press than to you.

Fourth: A deliberate attempt was made through the use of innuendo as well as some direct statements, to question the integrity and the technical ability of the Port staff and ~~the~~ its consultants ~~to the Port~~.

Fifth: There were contradictions in the official statements which indicated a refusal to face facts as well as differences of opinion.

Sixth: There was a preoccupation with some matters such as financing and land planning which are more properly the concern of Portland residents and Oregon residents.

Seventh: An attempt was made, in the face of knowledge to the contrary, to paint the Port as being arbitrary and non-cooperative in contrast to a willingness to cooperate by the Vancouver parties.

Eighth: There was a deadly silence from the businessmen of Vancouver and Clark County.

Ninth: The Vancouver City Council, the Board of County Commissioners of Clark County, other public officials and the general public of Vancouver and Clark County have been led into what could become a disastrous trap. They have been led to believe that the airport can remain at its present site and within its present ground area without extending into the Columbia River. But they ~~have~~ have apparently not been

told that this can only be done at the expense of continued and increasing noise over a larger area of Vancouver. In other words the residents directly north of the airport, many if not most of ~~whom~~ them do not even live in the city limits of Vancouver, prefer to have the total noise increased over the Vancouver area in order to seek benefits for themselves.

Councilman Mitchell has appealed for cooperation and offered cooperation of Vancouver. ~~A point in his remarks yesterday and also his remarks, (I'll give him the benefit of the doubt, he was trying to be conciliatory)~~ OK but why ~~didn't~~ won't he ~~make~~ make some reference to the attempts of the Port to work with Vancouver, to work with Clark County, to work with their the planning agencies over there in the planning for this airport. Has he forgotten that the first public meeting in Vancouver was at the instigation of the Port of Portland? Has he forgotten the many trips I made to Vancouver to meet with various people over there; the people on my staff have gone over there for several meetings. Has he forgotten this? Yesterday he introduced into the record 2 resolutions from the City of Vancouver and Clark County and he referred to their a plan. These were the resolutions that said they were keeping the airport at its present site but that they felt it should be done within the confines of the its present area. Up until that time I thought we had a good exchange of communication with the officials in Vancouver. It was then with some surprise that I read in the paper that the county commission and the city council had approved a plan, a plan without any consultation with us, no getting together as we had been encouraging, but a plan had been approved, apparently for our presentation to the Corps of Engineers. We had had some indication of such a plan being prepared and the thinking that might be in it. Based on this, I called the Mayor of

Vancouver and asked for an appointment. And I went over and talked to him and I said, is this generally what you had in mind, and he said yes. And I said, "Well, I'm here because we do not chose to embarrass the city of Vancouver or Clark County in a public hearing ~~in~~ by criticising a plan that is so amateurish and so full of holes that it can only cause a great deal of concern and cause a lot of embarrassment. I proposed to him that his planners,(regional planners, county planners, and city planners) meet with our staff and go over this, that we would go over it with them in detail to see if it would work, and in it what parts ~~that~~ might, if there was some room for compromise. He agreed to this. Together we went to the paper and issued a press notice that this meeting was going to be held. I telephoned Mr. Runyan, our consultant ~~at~~ & Burns & McDonnell in Kansas City and asked him to change his plans and come out so he could be available with his more expert assistance, which he did. And we had two or three days of meetings. The time spent on the Vancouver plan, as suggested, was very brief. It did not accomplish what the plans it had set out to do. It called for a fill which would require a fill almost as big as the one that we talked about. It accomplished very little and meant giving up a lot. And, it was the general opinion of those present (and I was one of those present) that we better go on to something else. So we looked at a lot of alternatives, we tried various different ways of ways of seeing if we could shift this runway. I think it was a good effort; I wrote on July 30th to Mayor Angelo thanking him

for making it possible to have these meetings. I told him I thought they had been constructive in bringing out a mutual understanding of the problems involved because it was obvious when we had these meetings that the technical information available to all planners was not within the knowledge of the planners from Clark County and from the city of Vancouver. I hoped, and I'm sure he did, that this information would be utilized in time to come.

I fail to see since that time that it has served any purpose at all. I feel we wasted several days and considerable outlay of money including cash outlay in addition to staff time in order to make this evaluation.

'Yes, we do want to cooperate and I think the testimony here by the other agencies, practically every responsible agency in the area that has anything to do with this, we've had it from state officials, we've had it from various units of local government — Multnomah County, City of Portland — we've had it from the Game Commission, we've had it from the boating people; you name it, we've had them here and they have emphasized the cooperation, the cooperative planning which is a keystone of our whole Port policy in everything we do to try to get into joint planning with other people. We have ~~tried to~~ cooperate with the Columbia Region Association of Governments, and I think we have made that clear and I just don't see how we can be accused of lack of cooperation.

We have tried to gather together the most competant people in the field to settle this airport problem to try to come up with a solution. We felt when we selected Burns & McDonnell of Kansas City to do the master planning that ~~we~~, from what we had heard by the airlines, what we were told by airport authorities who had engaged their services before, their record in the design construction of Dulles Airport, Mid-Continent Airport of Kansas City, and many others, that they were as good of not about the best that there was available.

~~We engaged~~ As we engaged in same, for noise, and noise is not a new thing with us, we started in on this noise situation a long time ago. As a matter of fact we were using some noise contours a little over a year ago. But along in January we actually engaged the services of Bolt, Beranek and Newman ~~because they're supposed to be~~ because they're suppose to be, tops in the field of accoustics, ~~and we engaged them~~ and we engaged them to make a noise study. This was long before we had our first discussions with Vancouver. We engaged Bauer Engineering of Chicago, with international reputation, to study the river because we wanted to be right.

We have seen these consultants with these reputations, national and international, subjected to ridicule, subjected to questinnning, some of it direct, some inuendo, and this has characterized ~~this~~ that whole discussion over the past several months.

George Baldwin statement - tape 2

We have had to answer questions, we have been asked to answer questions posed by Mr. Buchanan, a planner ~~I guess~~ of Clark County. I have not heard at any time any qualifications given for Mr. Buchanan as an airport planner or even as a land planner. We have had noise material presented by Mr. Gordon; I have not seen him characterized ~~as~~ qualified as an expert on noise or even ~~as~~ qualified to interpret noise studies of others.

We ~~are~~ have been very disappointed ~~in~~ many ways in the last few months ~~of~~ in what we have had to face in this plan for this airport. We have tried to do a job for the community and for the ~~reason~~ region and the delays have been costly, but we feel we're right and that's why we are continuing to push along. And there is one thing I would like to have understood if I may speak ~~to the public~~ to the audience that the people of Vancouver would look at this situation and recognize it is not a choice at this time between this airport and a new airport, it's a choice of whether or not you want the noise situation improved in Vancouver as we have proposed or ~~whether~~ whether ~~rather to~~ for the sake of a few you would prefer to stay with the existing alignment of runways which ~~would~~ not only keep the amount of noise that over downtown Vancouver ~~but that~~ now but, according to your own testimony, is going to increase.

Thank you very much Mr. Blanchard.

8-23-72

STATEMENT BY

I. JAMES CHURCH

DIRECTOR OF AVIATION

PORT OF PORTLAND

BEFORE

PUBLIC WORKS SUB-COMMITTEE

HEARING AT

QUAY, VANCOUVER, WASHINGTON

AUGUST 23, 1972

The Port of Portland is an agency of the State of Oregon charged with the responsibility of developing and maintaining an airport facility designed to assure that this region will continue to be properly served with adequate commercial air service.

In the accomplishment of this objective the Port does not plan or function on a unilateral basis. It must meet the facility requirements of the airlines and the operational requirements of the federal government. There is also the consideration of the airport's impact on the social and economic life of the community and its impact on the environment in which the community lives.

We sincerely believe and are completely confident that the proposed expansion plan for Portland International Airport is the most feasible, prudent and best plan to meet the demonstrated needs of this region with a minimum of undesirable impacts.

There can be little doubt in anyone's mind that the movement of passengers and cargo by air is increasing and will continue to grow. The extent of this growth and the time frame in which it will occur is of less importance than the fact that it will occur. The essence of the proposed plan is to establish a facility which offers the flexibility of options to modify or expand as dictated by growth needs or changes in air transportation technology. These options make it possible to avoid the same major problem which has occurred at Chicago Midway, Kansas City, Dallas, New Orleans and many other locations -- the necessity of establishing another commercial airport at some other location in this region.

The Port's planning for the expansion of Portland International has been in continuous progress since early 1967. In these five years the Port has expended some three-quarter million dollars for airport master planning, specialist consultant studies, environmental impact considerations and conducted many conferences with federal, state and local agencies, airport tenants, and other interested or concerned parties. Planning has involved many volumes of FAA criteria, airline requirements, Corps of Engineer dredging requirements, highway design criteria and other similar considerations. The planning of these facilities has been extremely complex.

The original thrust of the airport master plan review, resulting from airline requests for additional aircraft gate positions and longer runways, determined that the Port could expand the present terminal to a total of 45 or 50 gate positions and extend both parallel runways to a maximum length of 12,000 feet at a cost of about 50 million dollars.

However, this would be the limit of PIA. Once this terminal became overcrowded and congested, it could not be enlarged any further. Our forecasts show this would occur sometime in the 1980's, just about the same time that it would take to build the facilities. We would then be faced with a choice of being satisfied with a limited facility unable to serve the Portland-Vancouver area properly or building a new airfield at some less convenient location with its totally new airport impact in an area that has not already accepted an airport. Accordingly we directed our planners to search for a way to provide greater separation between the primary runways which would bring the capacity potential of all aspects of the airport into balance.

During this entire planning process, many airfield configurations and alternate site possibilities were examined in detail and depth. Staff made every effort to accomplish the needed airport expansion without encroachment into the river. It was determined that the maximum length of runway that could be constructed landward of the existing levee, without removal of all or part of the terminal building, is 6100 feet. Only three of the current commerical aircraft using PIA would be able to utilize this short runway. Obviously pilots would choose either the south parallel or crosswind runways because of their longer length. This imbalance of runway capabilities would certainly result in serious congestion between the terminal area and the south runway because of the many aircraft using that facility.

The plan as proposed requires the relocation of the south channel of the Columbia River by dredging. This permits the reorientation of the runways by $7\frac{1}{2}^{o}$ and allows the south runway to be constructed to 12,000 feet and the north runway to 10,000 feet. This reorientation changes the flight path of the aircraft from that existing and will reduce the noise over Vancouver and East Multnomah County in Oregon. A copy of this plan has been included with this text.

We believe tnat in any objective evaluation of all the factors involved and in consideration of all possible alternatives, the expansion as proposed by the Port is without question the most feasible, prudent and logical plan to meet the air transportation needs and requirements of this area.

The plan for the airport also created a clear opportunity to develop a recreational concept of major proportions. Coupled with the river bank landscaping requirements in the Corps of Engineers dredging permit, and with the assistance of professional consultants, the Columbia Bay development was expanded into the overall concept.

We believe that, in its own way, the recreational and aesthetic value of this development to the community approaches the economic value of the airport itself. Together, the combination is unique.

Therefore, the basis of our recommendation of the plan is:

First; This plan contributes more than any other to the efficient functioning of the total transportation system by being more convenient and least costly to its users, -- By providing efficient and adequate facilities until the turn of the century for aircraft passengers, operations, cargo and ground access, and -- By its ability to fit into the highway network.

Second; This plan best balances the good and bad environmental impacts of the airport by significantly increasing and improving recreational areas and opportunities, -- By minimizing the problems of riverbank erosion and shoaling, -- By reducing noise impacts for a majority of the surrounding population, and -- By avoiding the broad and undesirable impacts of airport relocation.

Third; This plan provides the most practical approach to airport expansion by being the least costly to construct, -- By best meeting immediate and future forecast needs with maximum long-range flexibility, and -- By fully utilizing an existing site not only firmly established but uniquely capable of adequate expansion.

The total concept was adopted by the Port in 1968 and submitted to the Corps of Engineers and the Federal Aviation Administration for their approval. After full hearings and extensive review, all concerned federal agencies gave their approval in the summer of 1969.

These federal approvals were challenged in the United States District Court in Oregon a few months later. Lengthy delays have been incurred in this litigation but the entire matter was fully submitted to the judge in May of this year. The court is now considering the evidence and we feel it is improper for us or any other involved parties to comment at this time.

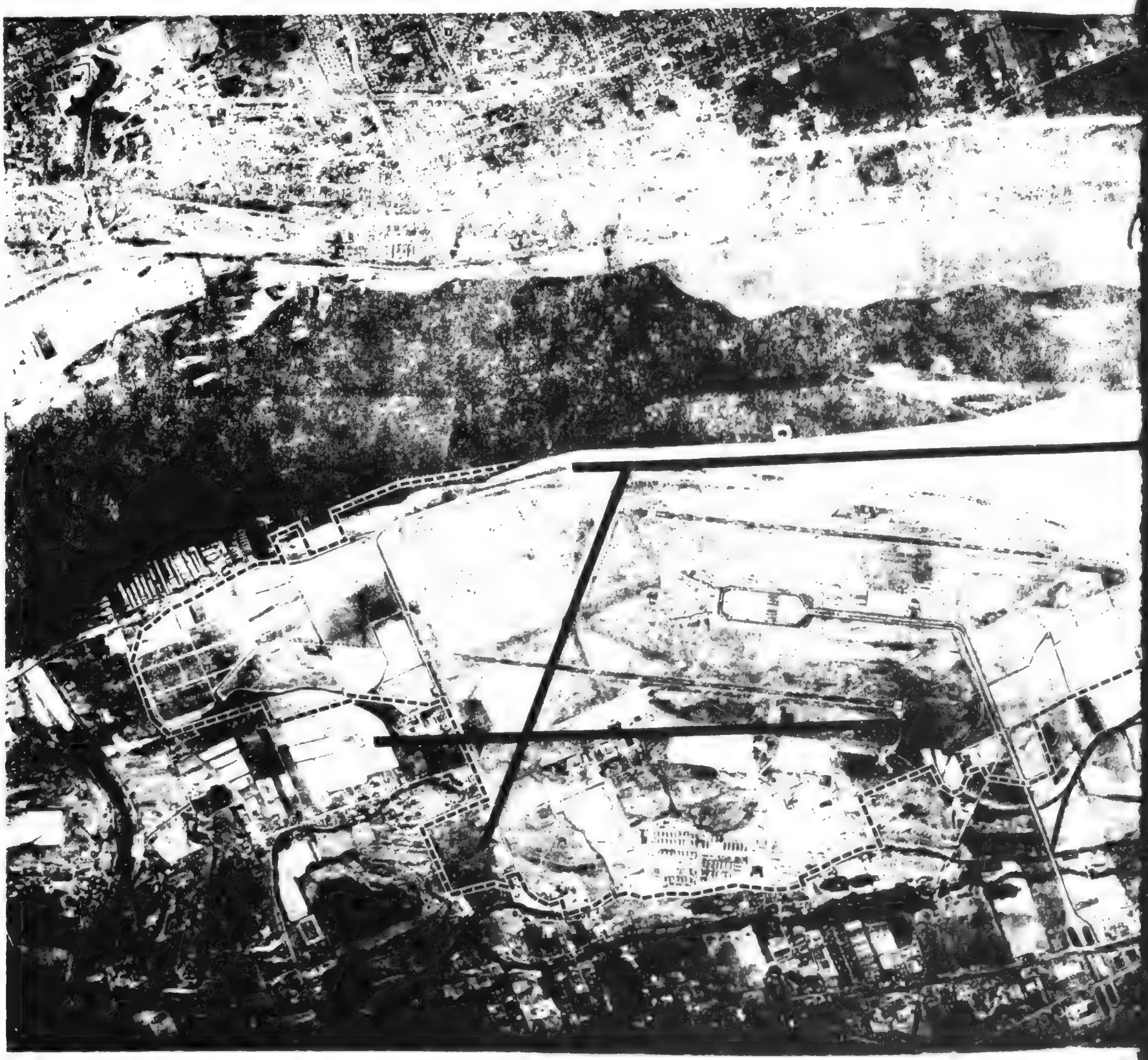
Also in 1970 the National Environmental Policy Act and the new Airport and Airways Development Act came into being. Responding to this legislation the Port is preparing an exhaustive Environmental Impact Statement covering all facets of our airport expansion program. Preparation of the statement has been underway for over a year and we expect to issue our draft statement for review and comment shortly.

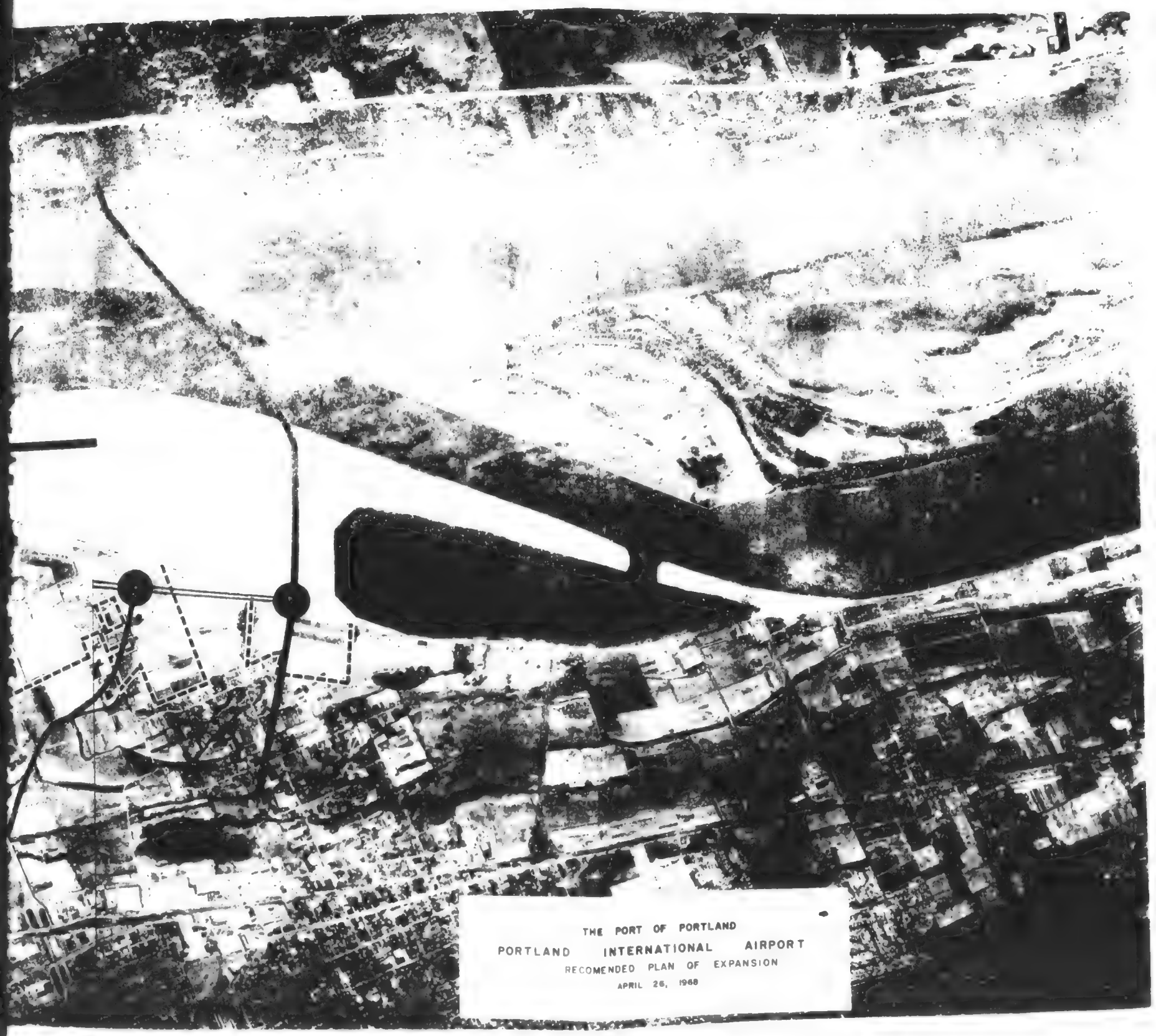
A word about the Environmental Impact statement. To obtain complete objectivity, the Port retained the services of three university study teams -- one from Portland State University and two from Oregon State University -- to study all the environmental aspects of our program as well as alternates to it. These studies are now being published and will be available for review along with the draft statement. The work of the study teams was supervised by a Steering Committee established by the Port and composed of 10 people representing city, county and state governments. The Steering Committee was assisted by a Resource Panel of 19 members made up of interested organizations and citizens including many from Vancouver.

We feel our draft statement will show that the Port is fully living up to its responsibilities under the new legislation. The statement will be reviewed in depth by the Federal Aviation Administration and other federal agencies before its final acceptance. Of course, all of these actions will be available for analysis by this committee if it wishes. We suggest that a careful examination of the Environmental Impact Statement and the comments of the involved federal agencies will give this committee the best record they can have on which to base any decisions.

If any members of the committee have questions, I'll be pleased to answer them.

Thank you.





THE PORT OF PORTLAND

PORTLAND INTERNATIONAL AIRPORT

RECOMENDED PLAN OF EXPANSION

APRIL 26, 1968

8905

FOR FILING

Original to Jackson & file copy

August 15, 1972

NOTED
F. B. KLABOE

Noted
GEORGE M. BALDWIN

RECEIVED
STATE HWY ENGR
AUG 3 0'72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Port of Portland
Box 3529 Portland, Oregon 97208
503/233-8331
TWX: 910-464-6151 FAX: FDH

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Glenn:

This is in reference to our recent telephone conversation regarding the inter-relationship of the proposed I-205 bridge and the Port's expansion of Portland International Airport. I have just been informed that the FAA has renewed its air-space approval of the Interstate 205 bridge. I wish to reaffirm the Port's concurrence with that approval of the bridge as planned.

I would also like to reaffirm the Port's desire and intent to proceed with the expansion of Portland International Airport as planned, complete with the cooperative construction and utilization of facilities that our staffs have developed jointly.

As you know, the Port is preparing its Environmental Impact Statement for the airport expansion program. Current scheduling anticipates federal approval of the statement about this time next year. We hope the litigation relative to the expansion will also be completed at that time so that we can proceed promptly.

We recognize the pressing need for this bridge and I appreciate your concern for these additional delays. I understand that your agency is being urged to proceed with the bridge on structure, irrespective of the dredging required for airport expansion. I am greatly concerned about the adverse impact of any departure from the planned development of these facilities. The planning of these facilities has been extremely complex, and while I cannot possibly cover all aspects of planning which have been considered in the last four and a half years, I would like to take this opportunity to explain my concern by reviewing some of the circumstances and criteria which have accompanied this extensive planning program.

NOTED
TOM EDMONDS

The Port's planning for expansion of the Portland International Airport has been in continuous progress since early 1967. In these four and a half years the Port has expended some three-quarters of a million dollars for airport master planning, specialist consultant studies, environmental impact considerations, and scores of conferences with federal, state, and local agencies, airport tenants, and other interested parties. This planning and the conferences referred to above have involved many volumes of FAA criteria, airline requirements, Corps of Engineers dredging requirements, State of Oregon Highway design criteria, and the like.

The original thrust of the airport master plan review, resulting from airline requests for additional aircraft gate positions and longer runways, determined that the Port could expand the present terminal to a total of 45 to 50 gate positions and extend both parallel runways to a maximum length of 12,000 feet, for costs approaching 50 million dollars. This investigation also involved meetings with the Highway Department in which your agency agreed to shift the I-205 alignment eastward to allow ultimate extension of the north parallel runway. Because it would be impossible to amortize this large an investment over the useful life of the airfield and terminal capacity, the consultant recommended that a way be found to provide greater separation between the primary runways to allow a balanced development of facilities to where all aspects of the airport will reach capacity at approximately the same time.

A concept of expanding the airport was found to be feasible but only after several conferences with the State Highway Department officials which resulted in a further realignment of I-205, and extensive planning conferences with airlines technical staff, FAA, consultants, and the Air Transport Association.

A great many items of constraint were involved in the planning and layout of the proposed airfield. One example is the runway approach clearance criteria of FAA which required the proposed north runway to be shifted west in order to locate all instrumentation for that runway between the runway end and I-205.

Another example is the center line spacing of the runways and parallel taxiways. When our plan was approximately 80 percent complete, the FAA changed the separation requirements between runway and parallel taxiway from 400 to 600 feet and the separation requirements between taxiway center lines from 300 to 400 feet. This, in itself, required several meetings with FAA, airlines, ATA, and finally the Military.

Alternate airfield configurations and possible alternate sites were also examined carefully. Staff was directed to make every effort to accomplish the airport expansion without a dredge fill encroachment into the river. The maximum length of runway that could be constructed landward of the present levee without removal of all or part of the terminal building is 6,100 feet. Only three of the current commercial aircraft using PIA would be able to use this short runway. In addition, the commercial pilots have the right to request the runway on which they choose to operate, and they would automatically choose either the south parallel runway or the crosswind runway because of their longer lengths. And finally, the imbalance of runway capabilities would cause serious congestion between the terminal area and the south runway because of the many aircraft using that facility.

I think our plan was best described in a document that was the Port of Portland's submission at the public hearing before the U.S. Army Corps of Engineers on August 1, 1968. The title of this description is "Basis for Recommended Airport Development," and is as follows:

> "The Port of Portland recommends expansion of Portland International Airport at the present site because:
>
> I. This plan contributes more than others studied to the efficient functioning of the total transportation system.
>
> A. More convenient and least costly to the users.
>
> B. Provides efficient and adequate facilities until the turn of the century for aircraft operations, passengers, cargo, and ground access.
>
> C. Fits into highway network.
>
> II. This plan best balances the good bad environmental impact of the airport.
>
> A. Recreation facilities are greatly improved.
>
> B. Shoaling and bank erosion problems are alleviated.

C. Noise impact is minimized,

D. Community impact of relocation is avoided.

III. This plan has other practical features.

A. It is the least costly to construct.

B. It best meets immediate and forecast future needs and also provides maximum long-range flexibility."

There is really no halfway measure that can be adopted for the expansion of this airport. If the expansion plan currently proposed cannot be implemented, then the Port would be faced with no expansion of the airfield at all and in subsequent years, probably the mid-80's, we will have reached the capacity and will then have to make the decision as to whether we will be satisfied with this limited facility or try to implement the construction of a new airfield elsewhere in the Portland area. The latter choice has occurred at Chicago Midway, Kansas City, Atlanta, Dallas, New Orleans, and many other locations. This should not happen to Portland.

It has often been said that ours is believed to be the most reviewed airport plan in existence today. The vast majority of federal, state and local agencies, who have reviewed our plan, conclude that this is by far the best plan for expanding Portland International Airport. It provides the necessary flexibility to adequately meet the forecast requirements as we see them today, and provides flexibility required to meet unanticipated technological changes in the future.

Sincerely,

Ed

Edward G. Westerdahl II
Executive Director

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

IN REPLY REFER TO
AERONAUTICAL STUDY
NO. 72-NW-105-OE

6-7-72

NOTED
F.B. KLABOE

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# DETERMINATION OF NO HAZARD TO AIR NAVIGATION

| | | |
|---|---|---|
| SPONSOR | Oregon State Highway Department<br>State Highway Building<br>Salem, Oregon 97310<br>REFERRED TO BY SECRETARY | CONSTRUCTION LOCATION<br>PLACE NAME: Portland, Oregon<br>LATITUDE: N/A<br>LONGITUDE: N/A |
| CONSTRUCTION PROPOSED | DESCRIPTION: 8-Lane Interstate Freeway (I-205) with Bridge Crossing the Columbia River | HEIGHT (IN FEET)<br>ABOVE GROUND: See page<br>ABOVE MSL: two. |

An aeronautical study of the proposed construction described above has been completed under the provisions of Part 77 of the Federal Aviation Regulations. Based on the study it is found that the construction would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the construction would not be a hazard to air navigation provided the following conditions are met:

Conditions:

**The highway and bridge be obstruction lighted in accordance with FAA Advisory Circular 70/7460-1A.**

Supplemental notice of construction is required any time the project is abandoned (use the enclosed FAA form), or

( X ) At least 48 hours before the start of construction (use the enclosed FAA form).
( ) Within five days after the construction reaches its greatest height (use the enclosed FAA form).
( ) Not required.

This determination expires on **13 March 1974** unless:

(a) extended, revised or terminated by the issuing office;
(b) the construction is subject to the licensing authority of the Federal Communications Commission and an application for a construction permit is made to the FCC on or before the above expiration date. In such case the determination expires on the date prescribed by the FCC for completion of construction, or on the date the FCC denies the application.

This determination is subject to review if an interested party files a petition on or before **5 September 1972**. In the event a petition for review is filed, it should be submitted in triplicate to the Chief, Airspace Obstruction and Airports Branch, AT-240, Federal Aviation Administration, Washington, D.C. 20590, and contain a full statement of the basis upon which it is made.

This determination becomes final on **15 September 1972** unless a petition for review is timely filed, in which case the determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review.

An account of the study findings, aeronautical objections, if any, registered with the FAA during the study, and the basis for the FAA's decision in this matter will be found on the following page(s).

If the structure is subject to the licensing authority of the FCC, a copy of this determination will be sent to that Agency.

SIGNED C.B. Walk, Jr. C.B. WALK, JR. TITLE Regional Director - Northwest Region - FAA

ISSUED IN Seattle, Washington ON 7 August 1972

FAA Form 7460-9 (4-71)


GPO 910-226

An analysis of the proposal revealed that this segment of the proposed highway (I-205) would extend in a generally north/south direction approximately 13,000 feet east of the Portland International Airport, Airport Reference Point. The roadway and lighting facilities would be approximately 55' AGL 80' MSL to the south bank of the Columbia River then ascending to an elevation of 220' MSL at the north bank of the river.

The Aeronautical Study disclosed that the highway as it ascends to top the hills on the north side of the river would exceed Part 77, Section 77.25(a), horizontal surface by as much as 28 feet when applied to the Portland International Airport. The study also noted that the terrain on the north side of the Columbia River exceeds the horizontal surface by as much as 100'.

On April 18, 1969, the FAA Seattle Area Office issued a Determination of No Hazard to Air Navigation (Aeronautical Study No. SEA-OE-68-145) on a similar proposal. The difference between the original proposal and this proposal is a minor alignment in the curve of the bridge over the main channel of the river and the addition of the 30 foot high lineal lighting.

This study further disclosed that this proposal would have no greater adverse effect upon the aeronautical operation at Portland International Airport than the original proposal. The proposed highway would not require the raising of any minimum flight altitude of the overlying Federal Airway nor would it require the raising of any existing instrument approach minimum flight altitudes. The study also considered the effect of the proposal upon the planned runway construction and runway realignment on the Portland International Airport including what effect the proposal would have upon potential Category II Instrument Landing System. It was disclosed that the airport improvement plans on file and future IFR and VFR operations would not be affected. No present or planned aeronautical procedures, operations, or traffic patterns need be changed to accommodate the proposal.

Further, the study revealed that the proposed highway would be conspicuous during daylight hours and, if obstruction lighted during hours of darkness, would not have an adverse effect upon Visual Flight Rules (VFR) aeronautical operations.

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FOR

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OFFICE OF
ADMINISTRATOR OF HIGHWAYS

1979 Columbia R. Br. (N. Channel 890; Superstruc.) Sec. of E. Ptld. Fwy. (Structure)

8905

RECEIVED
JUN 23 1972
FOR FILING

June 21, 1972

TO Glen L. Green, Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

114

FROM
F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Highway Access to Portland International Airport
10-35.3/724.41

The following information is provided in the same order as requested in your letter of April 27.

1. The total distance from the Portland CBD to the Portland International Airport along the major access route is 10.5 miles. Miles by system designation:

   FAP - 7.7 miles, FAS - 2.2 miles, Other - 0.6 miles

   Approximately 50 percent of the total route distance (5.4 miles) is constructed to freeway standards.

2. The peak-hour travel time from CBD to airport is 21.7 minutes.

3. The off-peak travel time from CBD to airport is 17.8 minutes.

4. Significant delays occur in the CBD during both the peak and off-peak periods due to high traffic volumes and pedestrian conflicts. However, the delay within the CBD is less during the peak hour than during off-peak periods due to the prohibition of curb parking and utilization of parking lanes as turning lanes, less pedestrian interference, and restrictions on the loading and unloading of commercial vehicles.

(more)

Peak-hour delay is encountered on the Banfield Freeway due to high traffic volumes and location of interchanges along the facility.

5. Improved and new routes may be added to the Portland Urban Area in accordance with the Portland-Vancouver Area Transportation Study Plan. Some of the routes which may affect ground access to the airport are:

   a. Banfield Freeway widened to six lanes from Sandy Boulevard easterly to I-205.

   b. East Portland Freeway (I-205) to be constructed on a north-south line near 95th Avenue with interchanges at the Banfield Freeway and near the intersection of 112th and Liberty Street. There will be a direct connection from I-205 to the airport at Liberty Street.

6. Bus service to the airport is presently provided by two firms, TRI-MET and Grey Lines, Inc. Grey Lines operate a common carrier passenger service known as Airporter Service. The line operates on 20-minute headways from 5:30 a.m. to midnight. A trip takes 25 minutes and costs $1.75. TRI-MET service to the airport from the CBD requires a transfer at 82nd Avenue, then continues directly to the airport. A trip takes between 55 minutes to one hour and costs 35 cents. The travel time includes a 15- to 20-minute transfer waiting time. The 82nd Avenue line operates on 30-minute headways between 6:00 a.m. and 7:00 p.m.

   Proposals in the Immediate Bus Improvement Plan recommend the continuation of the Grey Lines Airporter Service and a change in one of TRI-MET's routes to provide direct service from the CBD to the airport without transferring. Extension of the Sandy Boulevard line to the airport with a 20-minute headway would also provide direct service. Extension of nighttime service on an hourly basis, to include the airport, would provide 24-hour bus service to the airport by TRI-MET. It is anticipated that costs for both firms would remain at present levels and travel times would become more competitive.

   Service between the CBD and airport by taxi and limousine has not changed from our original report.

WDA:ap ia
bc George M. Baldwin
Tom Edwards
R. L. Schroeder
R. E. Royer

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

# *Memorandum*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 27, 1972

In reply refer to: 10-35.3/724.41

FROM : for R. M. Avery
R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Highway Access to Portland International Airport

See Cir Memo 9-18-68 for current airports

In September 1967, the Federal Highway Administration initiated a program to help solve airport access problems. To obtain first hand information of the highways serving the Nation's airports, a circular memorandum was issued in November 1967 (copy attached), requesting a detailed report on peak and offpeak traveltimes over selected and alternate routes from the central business district to the airport.

Reports were received and analyzed for all airports serving cities of over 50,000 population. The resulting data (copies attached) provided a complete file relative to ground access to airports for one period in time. It has provided invaluable assistance to several aviation studies including the Civil Aeronautic Research and Development Study (CARD) and reports prepared for the President's Aviation Advisory Committee. The data has also been extensively used by county, State and Federal transportation planning personnel.

Many improvement projects have since been implemented to improve airport accessibility. In order to evaluate the effectiveness of these projects and establish a current perspective of major airport access traveltimes, we are requesting a reevaluation report be prepared for the Portland International Airport. The previous study convinced us that the selected large and medium hub airports represent the primary airport access problem areas; therefore, only the major airports are included for reevaluation.

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PLANNING SECTION

We do not expect large, multi-page reports. Furthermore, we are asking for only the major access route without considering alternatives and are requesting the information only for the primary CBD served. A map, showing the route, is not required unless it has been significantly changed. These revisions should substantially reduce the workload required to obtain the information.

The reevaluation reports should contain the following information:

1. The total distance from the CBD to the airport along the major access road broken down by system designations (Interstate, FAP, FAS, Other) and an indication of the

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R. E. ROYER

(more)

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R. L. SCHROEDER

5-5-72 Schroeder PIR

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 817-344

percentage of the route considered to be constructed to freeway standards.

2. The peak hour traveltime from the CBD to the airport.

3. The offpeak traveltime from the CBD to the airport.

4. Identification of sections of the route on which significant delay is experienced, together with description of the conditions that cause the delay (congestion, uncoordinated signals, parking, etc.).

5. Identification of any new routes, route improvements since the previous study, or any improvements that are programed, planned, or under construction that will better serve the airport.

6. A brief description of present or proposed mass transit service between the CBD and the airport (limousine, bus, taxi, rail, helicopter, other).

The reevaluation of the accessibility of the Portland International Airport should also include input from both the FAA and the Port of Portland. My staff will assist in any way possible in obtaining the requested data. Your reply by June 23 would be appreciated.

Attachment:
C.M. Nov. 30, 1967
C.M. June 18, 1968
C.M. Sept. 18, 1968

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OFFICE OF
STATE HIGHWAY ENGINEER

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
WASHINGTON, D.C. 20591

September 18, 1968

CIRCULAR MEMORANDUM TO: Regional Federal Highway Administrators
and Division Engineers

FROM : F. C. Turner
33-37 Director of Public Roads

SUBJECT: Highway Access to Airports

The enclosed tabulation supplements our circular memorandum of June 18, 1968, subject, "Highway Access to Airports." This information was extracted from reports submitted in response to our November 30, 1967, circular memorandum, this subject. This tabulation offers information on travel between medium hub airports and their respective CBD's.

Enclosure

CM 9-16.08

# HIGHWAY ACCESS TO AIRPORTS

## MEDIUM HUBS

| Hub | Airport | CBD | Distance (mi.) Maj. Rt. | Distance (mi.) Alt. Rt. | Descrip. of Maj. Rt. Miles | Av. Travel Time (min.) Maj. Rt. Peak | Av. Travel Time (min.) Maj. Rt. Off-Pk. | Av. Travel Time (min.) Alt. Rt. Peak | Av. Travel Time (min.) Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Travel Speed (mph) Maj. Rt. Off-Pk. | Travel Speed (mph) Alt. Rt. Peak | Travel Speed (mph) Alt. Rt. Off-Pk. | Public Transp. | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Albany, N.Y. | Albany County | Albany | 8.4 | 13.6 | FA: 5.6<br>Other: 2.8 | 24.8 | 19.3 | 26.1 | 25.0 | 20.3 | 26.1 | 11.3 | 32.6 | Taxi<br>Limo. | Most of delays encountered on CBD streets. The construction of I-687 will replace some local streets from the route. |
| Albany, N.Y. | Albany County | Schenectady | 11.4 | 9.8 | I: 1.8<br>FAP: 6.6<br>FAS: 1.7<br>Other: 1.3 | 24.3 | 25.4 | 24.3 | 23.6 | 28.1 | 27.0 | 28.2 | 25.0 | Taxi<br>Limo. | Most serious delays encountered on CBD streets on either the major or alternate routes. |
| Albany, N.Y. | Albany County | Troy | 8.8 | 8.3 | FAP: 7.0<br>FAS: 1.8 | 20.5 | 18.3 | 19.9 | 18.2 | 25.8 | 28.8 | 25.0 | 27.2 | Taxi | Travel times can be somewhat reduced through the application of spot improvements and additional directional signing. |
| Albuquerque, N.M. | Albuquerque Sunport | Albuquerque | 4.3 | - | I: 1.4<br>FAP: 1.4<br>Other: 1.5 | 8.6 | 8.6 | - - | - | 30.0 | 30.0 | - | - | Taxi<br>Limo.<br>Courtesy Car<br>Bus | No serious delays encountered. A comprehensive mass transit field study under way. It will include access to airport. |
| Baltimore, Md. | Friendship Int'l. | Baltimore | 10.5 | - | FAP: 9.8<br>Other: 0.7 | 17.0 | 16.1 | - | - | 37.0 | 39.1 | - | - | Taxi<br>Limo.<br>Bus | Delays due to CBD congestion. Flow to airport opposes coordinated signals. "High speed corridor" is in close proximity to airport. A rapid rail mass transit serving the airport is under consideration. |
| Baltimore, Md. | Friendship Int'l. | Annapolis, Md. | 24.4 | - | FA: 20±<br>Other 4± | 44.0 | 40.0 | - | - | 33.3 | 36.6 | - | - | Taxi<br>Limo. | Alternate route will be available with completion of Arundel Fwy., the Outer Beltway. Completion of I-95 will also improve trip. |
| Birmingham, Ala. | Birmingham Municipal | Birmingham | 5.1 | 5.1 | Other: 5.1 | 14.0 | 12.0 | 15.0 | 12.0 | 21.8 | 25.4 | 20.4 | 25.4 | Taxi<br>Limo. | Delays due to truck routes crossing the access route. Narrow road at airport terminal and lack of parking facilities cause delays. Completion of the I system will improve access. |

Table A-2

## HIGHWAY ACCESS TO AIRPORTS

### MEDIUM HUBS

| Rt. les | Av. Travel Time (min.) Maj. Rt. Peak | Maj. Rt. Off-Pk. | Alt. Rt. Peak | Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Maj. Rt. Off-Pk. | Alt. Rt. Peak | Alt. Rt. Off-Pk. | Public Transp. | Comments | Field Evaluation of Current Cond. | Actions Initiated |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5.6<br>2.8 | 24.8 | 19.3 | 26.1 | 25.0 | 20.3 | 26.1 | 31.3 | 32.6 | Taxi<br>Limo. | Most of delays encountered on CBD streets. The construction of I-687 will replace some local streets from the route. | Directional signing and some spot improvements might improve trip. | |
| 4.8<br>6.6<br>1.7<br>1.3 | 24.3 | 25.4 | 24.3 | 23.6 | 28.1 | 27.0 | 28.2 | 25.0 | Taxi<br>Limo. | Most serious delays encountered on CBD streets on either the major or alternate routes. | | |
| 7.0<br>1.8 | 20.5 | 18.3 | 19.9 | 18.2 | 25.8 | 26.8 | 25.0 | 27.2 | Taxi | Travel times can be somewhat reduced through the application of spot improvements and additional directional signing. | | |
| 1.4<br>1.4<br>1.5 | 8.6 | 8.6 | - - | - | 30.0 | 30.0 | - | - | Taxi<br>Limo.<br>Courtesy Car<br>Bus | No serious delays encountered. A comprehensive mass transit field study under way. It will include access to airport. | Very good | |
| 9.8<br>r: 0.7 | 17.0 | 16.1 | - | - | 37.0 | 39.1 | - | - | Taxi<br>Limo.<br>Bus | Delays due to CBD congestion. Flow to airport opposes coordinated signals. "High speed corridor" is in close proximity to airport. A rapid rail mass transit serving the airport is under consideration. | | Alternate and improved route will be provided with the completion of I-95. |
| 20+<br>r 4+ | 44.0 | 40.0 | - | - | 33.3 | 36.6 | - | - | Taxi<br>Limo. | Alternate route will be available with completion of Arundel Frwy., the Outer Beltway. Completion of I-95 will also improve trip. | | |
| r: 5.1 | 14.0 | 12.0 | 15.0 | 12.0 | 21.8 | 25.4 | 20.4 | 25.4 | Taxi<br>Limo. | Delays due to truck routes crossing the access route. Narrow road at airport terminal and lack of parking facilities cause delays. Completion of the I system will improve access. | Adequate | |

# HIGHWAY ACCESS TO AIRPORTS

## MEDIUM HUBS

| Hub | Airport | CBD | Distance (mi.) Maj. Rt. | Distance (mi.) Alt. Rt. | Descrip. of Maj. Rt. Miles | Av. Travel Time (min.) Maj. Rt. Peak | Av. Travel Time (min.) Maj. Rt. Off-Pk. | Av. Travel Time (min.) Alt. Rt. Peak | Av. Travel Time (min.) Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Travel Speed (mph) Maj. Rt. Off-Pk. | Travel Speed (mph) Alt. Rt. Peak | Travel Speed (mph) Alt. Rt. Off-Pk. | Public Transp. | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Buffalo/ Niagara Falls, N.Y. | Greater Buffalo Int'l. | Buffalo | 9.8 | 12.5 | FA: 9.0<br>Other: 0.8 | 22.8 | 18.0 | 20.9 | 18.7 | 25.8 | 32.7 | 35.8 | 40.0 | Taxi<br>Limo.<br>Bus | Only delays on Genesee St. between Niagara Sq. and M Ave. and the "hour glass" of expwy. The latter will eliminated within a few mo Extension of expwy. into C will improve trip. |
| Char-lotte, N.C. | Douglas Munici-pal | Char-lotte | 7.2 | - | FAP: 1.2<br>FAS: 4.8<br>Other: 1.2 | 21.8 | 19.2 | - | - | 19.8 | 22.5 | - | - | Taxi | TOPICS study under way. Co sideration is given to del causes for airport access. Widening of route to 4-lan is under way. Completion I-77 will bypass congested sections of route. |
| Columbus, Ohio | Port Colum-bus Int'l. | Colum-bus | 8.2 | 7.5 | I: 1.4<br>FAP: 2.0<br>FAS: 2.4<br>Other: 1.7 | 22.0 | 17.1 | 22.1 | 16.1 | 22.4 | 28.8 | 20.4 | 28.0 | Taxi<br>Limo. | Narrow railroad underpass reduces 4 lanes to 1 lane in each direction. No pro-vision for mass transit contemplated. Major inves-ment of funds required to improve congestion. |
| Dayton, Ohio | Dayton Com | Dayton | 13.3 | 13.2 | I: 9.8<br>FAP: 1.6<br>Other: 1.9 | 23.5 | 18.0 | 26.2 | 20.5 | 34.0 | 44.4 | 30.2 | 38.7 | Taxi<br>Limo.<br>Bus | Delays due to traffic sign in the CBD of Vandalia (no the airport). Direct acce to airport has been propos |
| Dayton, Ohio | Dayton Com | Spring-field | 26.5 | - | I: 15.0<br>FAP: 10.5<br>Other: 1.1 | 38.5 | 32.0 | - | - | 41.3 | 49.6 | - | - | None | Delays due to congestion i Springfield and Vandalia C Opening of I-70 will provi an alternate route to airp |
| Des Moines, Iowa | Des Moines Munici-pal | Des Moines | 5.2 | - | Other: 5.2 | 14.0 | 12.4 | - | - | 22.2 | 25.1 | - | - | Taxi<br>Limo.<br>Bus | As a result of the Transp Study it is expected that North-South Fwy. serving the airport will be recom mended. |
| El Paso, Texas | El Paso Int'l. | El Paso | 8.3 | 7.5 | I: 6.5<br>Other: 1.8 | 14.0 | 12.0 | 28.0 | 23.0 | 35.6 | 41.5 | 16.0 | 19.5 | Taxi<br>Limo. | 1.6 miles of the I portion the route is an uncontroll access highway with signal intersections. The highw capable of handling the pe traffic with no appreciabl |

EXPRESSWAY ACCESS TO AIRPORTS

MEDIUM HUBS

| ip. . Rt. iles | Av. Travel Time (min.) Maj. Rt. Peak | Maj. Rt. Off-Pk. | Alt. Rt. Peak | Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Maj. Rt. Off-Pk. | Alt. Rt. Peak | Alt. Rt. Off-Pk. | Public Transp. | Comments | Field Evaluation of Current Cond. | Actions Initiated |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9.0<br>0.8 | 22.8 | 18.0 | 20.9 | 18.7 | 25.8 | 32.7 | 35.8 | 40.0 | Taxi<br>Limo.<br>Bus | Only delays on Genesee St. (FA) between Niagara Sq. and Michigan Ave. and the "hour glass" section of expwy. The latter will be eliminated within a few months. Extension of expwy. into CBD will improve trip. | Relatively good | |
| 1.2<br>4.8<br>1.2 | 21.8 | 19.2 | - | - | 19.8 | 22.5 | - | - | Taxi | TOPICS study under way. Consideration is given to delay causes for airport access. Widening of route to 4-lanes is under way. Completion of I-77 will bypass congested sections of route. | Unstable flow conditions during peak on CBD and fringe CBD. Stable flow in remaining suburban portions of route. | |
| 1.4<br>2.0<br>2.4<br>1.7 | 22.0 | 17.1 | 22.1 | 16.1 | 22.4 | 28.8 | 20.4 | 28.0 | Taxi<br>Limo. | Narrow railroad underpass reduces 4 lanes to 1 lane in each direction. No provision for mass transit contemplated. Major investment of funds required to improve congestion. | | Consideration given to develop 17th Ave. as a major cross-town expwy. |
| 9.8<br>1.6<br>1.9 | 23.5 | 18.0 | 26.2 | 20.5 | 34.0 | 44.4 | 30.2 | 38.7 | Taxi<br>Limo.<br>Bus | Delays due to traffic signals in the CBD of Vandalia (near the airport). Direct access to airport has been proposed. | | |
| 15.0<br>10.5<br>1.1 | 38.5 | 32.0 | - | - | 41.3 | 49.6 | - | - | None | Delays due to congestion in Springfield and Vandalia CBDs. Opening of I-70 will provide an alternate route to airport. | | |
| 5.2 | 14.0 | 12.4 | - | - | 22.2 | 25.1 | - | - | Taxi<br>Limo.<br>Bus | As a result of the Transp. Study it is expected that a North-South Fwy. serving the airport will be recommended. | No points where significant delays occur. | |
| 6.5<br>1.8 | 14.0 | 12.0 | 28.0 | 23.0 | 35.6 | 41.5 | 16.0 | 19.5 | Taxi<br>Limo. | 1.6 miles of the I portion of the route is an uncontrolled access highway with signalized intersections. The highway is capable of handling the peak traffic with no appreciable delays. | | |

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## HIGHWAY ACCESS TO AIRPORTS

### MEDIUM HUBS

| Hub | Airport | CBD | Distance (mi.) Maj. Rt. | Distance (mi.) Alt. Rt. | Descrip. of Maj. Rt. Miles | Av. Travel Time (min.) Maj. Rt. Peak | Av. Travel Time (min.) Maj. Rt. Off-Pk. | Av. Travel Time (min.) Alt. Rt. Peak | Av. Travel Time (min.) Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Travel Speed (mph) Maj. Rt. Off-Pk. | Travel Speed (mph) Alt. Rt. Peak | Travel Speed (mph) Alt. Rt. Off-Pk. | Public Transp. | Co |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hartford, Conn./ Springfield, Mass. | Bradley Int'l. | Hartford, Conn. | 16.0 | - | I: 11.8<br>FAP: 4.2 | 30± | 20± | - | - | 32± | 48± | - | - | Taxi<br>Bus | The I section i during peak hou is scheduled f will eliminate current propose mass transit. |
| Hartford, Conn./ Springfield, Mass. | Bradley Int'l. | Springfield, Mass. | 20.0 | - | I: 15.4<br>FAP: 4.2<br>Other: 0.4 | 30± | 25± | - | - | 40± | 48± | - | - | Taxi<br>Bus | No significant tered along th proposals to i |
| Indianapolis, Ind. | Indianapolis Municipal (Weir-Cook) | Indianapolis | 7.9 | 7.9 | I: 1.4<br>FAP: 6.0<br>FAS: 0.5 | 24.6 | 20.4 | - | - | 19.3 | 23.2 | - | - | Taxi<br>Limo.<br>Bus | Delays are expe intersections o delays on CBD s completion of I trip to the air I highways and eliminated. |
| Jacksonville, Fla. | Jacksonville Int'l | Jacksonville | 12.9 | 11.3 | I: 6.9<br>FAP: 3.5<br>FAS: 2.5 | 20 | 17 | 22 | 20 | 39 | 46 | 31 | 34 | Taxi<br>Limo.<br>Bus | I-95 to be exte Dumas Avenue to County lin for later compl vide a bypass r central area fo and from the so |
| Knoxville, Tenn. | McGhee-Tyson Municipal | Knoxville | 14.2 | 13.3 | I: 0.9<br>FAP: 12.3<br>FAS: 0.6<br>Other: 0.4 | 18.7 | 17.2 | 19.7 | 21.2 | 45.6 | 49.6 | 40.5 | 37.7 | Taxi<br>Limo. | Curb parking an signals on CBD s causes to any d |
| Louisville, Ky. | Standiford Field | Louisville | 6.0 | - | I: 6.0 | 15.0 | 11.0 | - | - | 24.0 | 32.8 | - | - | Taxi<br>Bus<br>Chart.<br>Bus | Delays were enc 4-lane section congestion in pe Widening of thi scheduled for s |
| Memphis, Tenn. | Memphis Municipal | Memphis | 12.3 | 11.2 | I: 8.4<br>FAP: 1.8<br>FAS: 1.9<br>Other: 0.2 | 20.5 | 18.0 | 24.5 | 22.2 | 36.0 | 42.0 | 27.4 | 30.2 | Taxi<br>Limo.<br>Bus | Delays on CBD l to uncoordinate curb parking. |

## HIGHWAY ACCESS TO AIRPORTS

### MEDIUM HUBS

| Distance (mi.) Maj. Rt. | Distance (mi.) Alt. Rt. | Descrip. of Maj. Rt. Miles | Av. Travel Time (min.) Maj. Rt. Peak | Av. Travel Time (min.) Maj. Rt. Off-Pk. | Av. Travel Time (min.) Alt. Rt. Peak | Av. Travel Time (min.) Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Travel Speed (mph) Maj. Rt. Off-Pk. | Travel Speed (mph) Alt. Rt. Peak | Travel Speed (mph) Alt. Rt. Off-Pk. | Public Transp. | Comments | Field Evaluation of Current Cond. | Actions Initiated |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16.0 | - | I: 11.8<br>FAP: 4.2 | 30± | 20± | - | - | 32± | 48± | - | - | Taxi<br>Bus | The I section is congested during peak hours. This section is scheduled for widening which will eliminate delays. No current proposals to improve mass transit. | | |
| 20.0 | - | I: 15.4<br>FAP: 4.2<br>Other: 0.4 | 30± | 25± | - | - | 40± | 48± | - | - | Taxi<br>Bus | No significant delays are encountered along the route. No current proposals to improve mass transit. | | |
| 7.9 | 7.9 | I: 1.4<br>FAP: 6.0<br>FAS: 0.5 | 24.6 | 20.4 | - | - | 19.3 | 23.2 | - | - | Taxi<br>Limo.<br>Bus | Delays are experienced at two intersections on FAP. Minor delays on CBD streets. With the completion of I-70, most of the trip to the airport will be on I highways and delays will be eliminated. | | |
| 12.9 | 11.3 | I: 6.9<br>FAP: 3.5<br>FAS: 2.5 | 20 | 17 | 22 | 20 | 39 | 46 | 31 | 34 | Taxi<br>Limo.<br>Bus | I-95 to be extended north from Duuns Avenue to the Nassau Duval County line. I-295, scheduled for later completion. Will provide a bypass route around the central area for airport trips to and from the south and west. | | |
| 14.2 | 13.3 | I: 0.9<br>FAP: 12.3<br>FAS: 0.6<br>Other: 0.4 | 18.7 | 17.2 | 19.7 | 21.2 | 45.6 | 49.6 | 40.5 | 37.7 | Taxi<br>Limo. | Curb parking and uncoordinated signals on CBD streets were the causes to any delays encountered. | Good | |
| 16.0 | - | I: 6.0 | 15.0 | 11.0 | - | - | 24.0 | 32.8 | - | - | Taxi<br>Bus<br>Chart.<br>Bus | Delays were encountered on the 4-lane section of I-65 due to congestion in peak periods. Widening of this section is scheduled for summer of 1968. | | |
| 12.3 | 11.2 | I: 8.4<br>FAP: 1.8<br>FAS: 1.9<br>Other: 0.2 | 20.5 | 18.0 | 26.5 | 22.2 | 36.0 | 41.0 | 27.4 | 30.2 | Taxi<br>Limo.<br>Bus | Delays on CBD local streets due to uncoordinated signals and curb parking. | Good | Access route on the TOPICS improvement program. |

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HIGHWAY ACCESS TO AIRPORTS

MEDIUM HUBS

| Hub | Airport | CBD | Distance (mi.) Maj. Rt. | Distance (mi.) Alt. Rt. | Descrip. of Maj. Rt. Miles | Av. Travel Time (min.) Maj. Rt. Peak | Av. Travel Time (min.) Maj. Rt. Off-Pk. | Av. Travel Time (min.) Alt. Rt. Peak | Av. Travel Time (min.) Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Travel Speed (mph) Maj. Rt. Off-Pk. | Travel Speed (mph) Alt. Rt. Peak | Travel Speed (mph) Alt. Rt. Off-Pk. | Public Transp. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Milwaukee, Wisc. | Mitchell Field | Milwaukee | 7.5 | 7.2 | I: 3.2<br>FAS: 3.6<br>Other: 0.7 | 20.7 | 17.0 | 22.7 | 18.7 | 21.8 | 26.5 | 19.0 | 23.1 | Taxi<br>Limo.<br>Bus | Delay due to section in the route. I-94 is com the airport travel time reduced. |
| Nashville, Tenn. | Berry Field<br>Nashville Municipal | Nashville | 6.9 | 6.8 | I: 5.0<br>FAP: 0.6<br>FAS: 0.9<br>Other: 0.4 | 12.2 | 10.0 | 21.6 | 15.3 | 34.0 | 41.4 | 18.9 | 26.6 | Taxi<br>Limo.<br>Bus | Curb parkin signals on C causes of ar |
| Norfolk, Va. | Norfolk Municipal | Norfolk | 11.0 | 7.6 | I: 7.5<br>FAP: 0.8<br>Other: 2.7 | 17.2 | 16.3 | 22.3 | 18.0 | 38.4 | 40.5 | 20.4 | 25.3 | Taxi<br>Limo. | Expansion pl will reorien thus elimina local road. travel time |
| Norfolk, Va. | Norfolk Municipal | Portsmouth | 12.8 | 9.2 | I: 7.5<br>FAP: 3.4<br>Other: 1.9 | 21.2 | 21.1 | 26.0 | 22.5 | 36.2 | 36.4 | 21.2 | 24.5 | Taxi<br>Limo. | Expansion pl will reorien thus elimina local road. travel time b |
| Norfolk, Va. | Norfolk Municipal | Virginia Beach | 17.5 | 17.8 | I: 3.0<br>FAP: 12.6<br>Other: 1.9 | 21.5 | 19.2 | 36.8 | 33.5 | 49.0 | 54.7 | 29.8 | 31.9 | Taxi<br>Limo | Most of FAP r facility. Th to the airpor time by about |
| Oklahoma City, Okla. | Will Rogers World Airport | Oklahoma City | 10.6 | 8.9 | I: 5.0<br>Other: 5.6 | 18.8 | 16.3 | 18.9 | 18.7 | 33.8 | 39.0 | 28.3 | 28.6 | Taxi<br>Limo.<br>Bus | Normal delays 2-lane sectio recommended f 4 lanes before |
| Oklahoma City, Okla. | Will Rogers World Airport | Tinker A.F.B. (serves as CBD) | 18.3 | - | FAP: 14.2<br>Other: 4.1 | 23.5 | 25.2 | - | - | 46.6 | 43.6 | - | - | N.R. | Delays on the section (74th planned for co 1969 will repl |

HIGHWAY ACCESS TO AIRPORTS

MEDIUM HUBS

| Rt. No. | Av. Travel Time (min.) Maj. Rt. Peak | Maj. Rt. Off-Pk. | Alt. Rt. Peak | Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Maj. Rt. Off-Pk. | Alt. Rt. Peak | Alt. Rt. Off-Pk. | Public Transp. | Comments | Field Evaluation of Current Cond. | Actions Initiated |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2<br>6<br>7 | 20.7 | 17.0 | 22.7 | 18.7 | 21.8 | 26.5 | 19.0 | 23.1 | Taxi<br>Limo.<br>Bus | Delay due to signalized intersection in the CBD and along the route. When, in 1969, I-9h is completed and connects the airport to the CBD, the travel time will be considerably reduced. | | |
| 0<br>6<br>8 | 12.2 | 10.0 | 21.6 | 15.3 | 34.0 | 41.4 | 18.9 | 26.6 | Taxi<br>Limo.<br>Bus | Curb parking and uncoordinated signals on CBD streets were the causes of any delays encountered. | Good | |
| 5<br>8<br>7 | 17.2 | 16.3 | 22.3 | 18.0 | 38.4 | 40.5 | 20.4 | 25.3 | Taxi<br>Limo. | Expansion plans of the airport will reorient the entrance and thus eliminate the travel on local road. This might reduce travel time by 3.0 min. | Acceptable | |
| 5<br>8<br>9 | 21.2 | 21.1 | 26.0 | 22.5 | 36.2 | 36.4 | 21.2 | 24.5 | Taxi<br>Limo. | Expansion plans of the airport will reorient the entrance and thus eliminate the travel on local road. This might reduce travel time by 3.0 min. | Acceptable | |
| 0<br>6<br>9 | 21.5 | 19.2 | 36.8 | 33.5 | 49.0 | 54.7 | 29.8 | 31.9 | Taxi<br>Limo | Most of FAP route is a toll facility. The change in entrance to the airport will reduce travel time by about 3.0 min. | Adequate | |
| 0 | 18.8 | 16.3 | 18.9 | 18.7 | 33.8 | 39.0 | 28.3 | 28.6 | Taxi<br>Limo.<br>Bus | Normal delays on the non-F.A. 2-lane section. This road is recommended for widening to 4 lanes before 1970. | | |
| 1 | 23.5 | 25.2 | - | - | 46.6 | 43.6 | - | - | M.R. | Delays on the non-F.A. 2-lane section (74th St.). I-240 planned for construction in 1969 will replace this route. | | |

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## HIGHWAY ACCESS TO AIRPORTS

### MEDIUM HUBS

| Hub | Airport | CBD | Distance (mi.) Maj. Rt. | Distance (mi.) Alt. Rt. | Descrip. of Maj. Rt. Miles | Av. Travel Time (min.) Maj. Rt. Peak | Av. Travel Time (min.) Maj. Rt. Off-Pk. | Av. Travel Time (min.) Alt. Rt. Peak | Av. Travel Time (min.) Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Travel Speed (mph) Maj. Rt. Off-Pk. | Travel Speed (mph) Alt. Rt. Peak | Travel Speed (mph) Alt. Rt. Off-Pk. | Public Transp. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Omaha, Nebr. | Eppley Field | Omaha | 4.5 | - | FAP: 3.3<br>Other: 1.2 | 11.0 | 10.8 | - | - | 24.6 | 25.0 | - | - | Taxi<br>Limo.<br>Bus | Delays ca<br>truck traf<br>commercial<br>the route<br>affected t |
| Orlando, Fla. | McCoy Air force Base | Orlando | 9.6 | -<br><br>- | FAS: 9.6 | 19 | 17 | - | - | 30 | 33 | - | - | Taxi<br>Limo.<br>Bus | Planned ex<br>greatly i<br>the Orland |
| Phoenix, Ariz. | Sky Harbor | Phoenix Uptown | 7.4 | - | FAS: 2.4<br>Other: 5.0 | 17.8 | 15.4 | - | - | 25.0 | 28.8 | - | - | Taxi<br>Limo.<br>Bus-<br>Ltd. | No apprec<br>grid stree<br>intersecti<br>ment. Pla<br>meet futur |
| Phoenix, Ariz. | Sky Harbor | Phoenix Down-town | 4.4 | - | FAP: 2.4<br>Other: 2.0 | 12.4 | 12.3 | - | - | 21.3 | 21.4 | - | - | Taxi<br>Limo.<br>Bus-<br>Ltd. | No apprec<br>grid stree<br>intersecti<br>ment. Pla<br>meet futur |
| Phoenix, Ariz. | Sky Harbor | Scotts-dale | 10.8 | - | FAS: 5.8<br>Other: 5.0 | 22.8 | 18.0 | - | - | 28.4 | 36.0 | - | - | Taxi<br>Limo. | No apprec<br>grid stree<br>intersecti<br>ment. Pla<br>meet futur |
| Port-land, Ore. | Port-land Int'l. | Port-land | 10.5 | 8.6 | I: 5.4<br>FAP: 2.3<br>FAS: 2.2<br>Other: 0.6 | 24.1 | 16.9 | 27.9 | 21.4 | 29.4 | 37.3 | 18.5 | 24.1 | Taxi<br>Limo. | Delays du<br>pedestrian<br>Delays on<br>high volu<br>transporta<br>routes wil<br>ing routes |

## HIGHWAY ACCESS TO AIRPORTS

### MEDIUM HUBS

| Descrip. of Maj. Rt. Miles | Av. Travel Time (min.) Maj. Rt. Peak | Maj. Rt. Off-Pk. | Alt. Rt. Peak | Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Maj. Rt. Off-Pk. | Alt. Rt. Peak | Alt. Rt. Off-Pk. | Public Transp. | Comments | Field Evaluation of Current Cond. | Actions Initiated |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FAP: 3.3<br>Other: 1.2 | 11.0 | 10.8 | - | - | 24.6 | 25.0 | - | - | Taxi<br>Limo.<br>Bus | Delays caused by slow moving truck traffic originated from commercial development along the route. Also, parked trucks affected traffic flow. | Adequate | |
| FAS: 9.6 | 19 | 17 | - | - | 30 | 33 | - | - | Taxi<br>Limo.<br>Bus | Planned extension of SR-436 should greatly improve airport access in the Orlando area. | | |
| FAS: 2.4<br>Other: 5.0 | 17.8 | 15.4 | - | - | 25.0 | 28.8 | - | - | Taxi<br>Limo.<br>Bus-<br>Lmtd. | No appreciable delays. Route uses grid street system. A bottleneck intersection is planned for improvement. Planned freeway system will meet future demands. | Reasonably good at present. Freeway system as planned needed to meet future airport needs. | |
| FAP: 2.4<br>Other: 2.0 | 12.4 | 12.3 | - | - | 21.3 | 21.4 | - | - | Taxi<br>Limo.<br>Bus-<br>Lmtd. | No appreciable delays. Route uses grid street system. A bottleneck intersection is planned for improvement. Planned freeway system will meet future demands. | Reasonably good at present. Freeway system as planned needed to meet future airport needs. | |
| FAS: 5.8<br>Other: 5.0 | 22.8 | 18.0 | - | - | 28.4 | 36.0 | - | - | Taxi<br>Limo. | No appreciable delays. Route uses grid street system. A bottleneck intersection is planned for improvement. Planned freeway system will meet future demands. | Reasonably good at present. Freeway system as planned needed to meet future airport needs. | |
| I: 5.4<br>FAP: 2.3<br>FAS: 2.2<br>Other: 0.6 | 24.1 | 16.9 | 27.9 | 21.4 | 29.4 | 37.3 | 18.5 | 24.1 | Taxi<br>Limo. | Delays due to high volumes and pedestrian traffic on CBD streets. Delays on freeway section due to high volumes. According to urban transportation study plan, new routes will be added and existing routes will be improved. | | |

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## HIGHWAY ACCESS TO AIRPORTS

### MEDIUM HUBS

| Hub | Airport | CBD | Distance (mi.) Maj. Rt. | Distance (mi.) Alt. Rt. | Descrip. of Maj. Rt. Miles | Av. Travel Time (min.) Maj. Rt. Peak | Av. Travel Time (min.) Maj. Rt. Off-Pk. | Av. Travel Time (min.) Alt. Rt. Peak | Av. Travel Time (min.) Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Travel Speed (mph) Maj. Rt. Off-Pk. | Travel Speed (mph) Alt. Rt. Peak | Travel Speed (mph) Alt. Rt. Off-Pk. | Public Transp. | Co |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Providence, R.I. | T.F. Green | Providence | 10± | 9± | I: 7.8<br>FAP: 1.7<br>Other: 0.4 | 15± | 15± | 35± | 25± | 40± | 40± | 15± | 22± | Taxi<br>Limo.<br>Bus | No significan<br>major route<br>and FAP roads<br>delays on the<br>due to commerc<br>Mass rail tran<br>airport under |
| Raleigh/ Durham, N.C. | Raleigh/ Durham | Raleigh | 14.5 | - | FAP: 12.1<br>FAS: 2.2<br>Other: 0.2 | 30.1 | 23.3 | - | - | 29.0 | 37.3 | - | - | Taxi<br>Limo. | Major delays a<br>sections (a 5-<br>and due to pa<br>streets. Most<br>improvements a<br>by the urban t<br>plan. |
| Raleigh/ Durham, N.C. | Raleigh/ Durham | Durham | 13.0 | - | FAP: 7.6<br>FAS: 2.5<br>Other: 2.9 | 22.3 | 21.9 | - | - | 35.0 | 35.6 | - | - | Taxi<br>Limo. | No objectionab<br>encountered.<br>operation on s<br>will improve t<br>Also, widening<br>will help. Bo<br>provements are |
| Roch-ester, N.Y. | Roch-ester/ Monroe County | Roch-ester | 4.2 | 4.7 | FAP: 1.9<br>Other: 2.3 | 19.5 | 15.0 | 20.5 | 15.7 | 13.0 | 16.8 | 13.7 | 18.0 | Taxi<br>Limo. | No direct rout<br>airport. Trip<br>streets. Comp<br>Expressway and<br>improve travel |
| Sacra-mento, Calif. | Sacra-mento County Metro-politan | Sacra-mento | 12.8 | 13.7 | I: 3.0<br>Other: 9.8 | 21.0 | 20.0 | 23.0 | 22.0 | 36.5 | 38.5 | 35.8 | 37.5 | Taxi<br>Limo. | Delays due to<br>traffic signal<br>on CBD street<br>range planning<br>scheduled bus<br>Completion of<br>improve travel |
| Sacra-mento, Calif. | Sacra-mento Munici-pal | Sacra-mento | 5.2 | - | FAS: 3.4<br>Other: 1.8 | 18.0 | 14.0 | - | - | 17.5 | 22.3 | - | - | Taxi<br>Bus | Airport for ge<br>aircraft only.<br>signalized in<br>local street c |

## HIGHWAY ACCESS TO AIRPORTS

### MEDIUM HUBS

| Descrip. of Maj. Rt. Miles | Av. Travel Time (min.) Maj. Rt. Peak | Maj. Rt. Off-Pk. | Alt. Rt. Peak | Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Maj. Rt. Off-Pk. | Alt. Rt. Peak | Alt. Rt. Off-Pk. | Public Transp. | Comments | Field Evaluation of Current Cond. | Actions Initiated |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I: 7.8<br>FAP: 1.7<br>Other: 0.4 | 15± | 15± | 35± | 25± | 40± | 40± | 15± | 22± | Taxi<br>Limo.<br>Bus | No significant delays occur on the major route as it is mostly on I and FAP roads. There are some delays on the alternate route due to commercial development. Mass rail transit from CBD to airport under consideration. | Access to airport adequate for present and foreseeable future. | |
| FAP: 12.1<br>FAS: 2.2<br>Other: 0.2 | 30.1 | 23.3 | - | - | 29.0 | 37.3 | - | - | Taxi<br>Limo. | Major delays at CBD intersections (a 5-leg intersection) and due to parking on narrow streets. Most of required improvements are recommended by the urban transportation plan. | | |
| FAP: 7.6<br>FAS: 2.5<br>Other: 2.9 | 22.3 | 21.9 | - | - | 35.0 | 35.6 | - | - | Taxi<br>Limo. | No objectionable delays encountered. A one-way pair operation on some CBD streets will improve travel times. Also, widening of Miami Blvd. will help. Both of these improvements are planned. | Good | The P.A. system will be revised to include a short section of non-FA route. |
| FAP: 1.9<br>Other: 2.3 | 19.5 | 15.0 | 20.5 | 15.7 | 13.0 | 16.8 | 13.7 | 18.0 | Taxi<br>Limo. | No direct route from CBD to airport. Trip mostly on city streets. Completion of Western Expressway and Outer Loop will improve travel to airport. | Conditions are better than shown here. Travel times were taken during adverse weather and during a transit strike. | |
| I: 3.0<br>Other: 9.8 | 21.0 | 20.0 | 23.0 | 22.0 | 36.5 | 38.5 | 35.8 | 37.5 | Taxi<br>Limo. | Delays due to unsynchronized traffic signals and parking on CBD streets. Current long-range planning calls for scheduled bus service. Completion of I-5 (1969) will improve travel. | | |
| FAS: 3.4<br>Other: 1.8 | 18.0 | 14.0 | - | - | 17.5 | 22.3 | - | - | Taxi<br>Bus | Airport for general aviation aircraft only. Delays due to signalized intersections and local street congestion. | | |

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EIGEWAY ACCESS TO AIRPORTS

MEDIUM HUBS

| Hub | Airport | CBD | Distance (mi.) Maj. Rt. | Distance (mi.) Alt. Rt. | Descrip. of Maj. Rt. Miles | Av. Travel Time (min.) Maj. Rt. Peak | Av. Travel Time (min.) Maj. Rt. Off-Pk. | Av. Travel Time (min.) Alt. Rt. Peak | Av. Travel Time (min.) Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Travel Speed (mph) Maj. Rt. Off-Pk. | Travel Speed (mph) Alt. Rt. Peak | Travel Speed (mph) Alt. Rt. Off-Pk. | Public Transp. | Comm |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Provi-dence, R.I. | T.F. Green | Provi-dence | 10± | 9± | I: 7.8<br>FAP: 1.7<br>Other: 0.4 | 15± | 15± | 35± | 25± | 40± | 40± | 15± | 22± | Taxi<br>Limo.<br>Bus | No significant d<br>major route ad<br>and FAP roads.<br>delays on the a<br>due to commerci<br>Mass rail transi<br>airport under co |
| Ra-leigh/ Dur-ham, N.C. | Ra-leigh/ Dur-ham | Raleigh | 14.5 | - | FAP: 12.1<br>FAS: 2.2<br>Other: 0.2 | 30.1 | 23.3 | - | - | 29.0 | 37.3 | - | - | Taxi<br>Limo. | Major delays at<br>sections (a 5-1<br>and due to park<br>streets. Most o<br>improvements are<br>by the urban tra<br>plan. |
| Ra-leigh/ Dur-ham, N.C. | Ra-leigh/ Dur-ham | Durham | 13.0 | - | FAP: 7.6<br>FAS: 2.5<br>Other: 2.9 | 22.3 | 21.9 | - | - | 35.0 | 35.6 | - | - | Taxi<br>Limo. | No objectionable<br>encountered. A<br>operation on som<br>will improve tra<br>Also, widening o<br>will help. Both<br>provements are p |
| Roch-ester, N.Y. | Roch-ester/ Monroe County | Roch-ester | 4.2 | 4.7 | FAP: 1.9<br>Other: 2.3 | 19.5 | 15.0 | 20.5 | 15.7 | 13.0 | 16.8 | 13.7 | 18.0 | Taxi<br>Limo. | No direct route<br>airport. Trip m<br>streets. Comple<br>Expressway and C<br>improve travel t |
| Sacra-mento, Calif. | Sacra-mento County Metro-politan | Sacra-mento | 12.8 | 13.7 | I: 3.0<br>Other: 9.8 | 21.0 | 20.0 | 23.0 | 22.0 | 36.5 | 38.5 | 35.8 | 37.5 | Taxi<br>Limo. | Delays due to un<br>traffic signals<br>on CBD streets.<br>range planning c<br>scheduled bus se<br>Completion of I-<br>improve travel. |
| Sacra-mento, Calif. | Sacra-mento Munici-pal | Sacra-mento | 5.2 | - | FAS: 3.4<br>Other: 1.8 | 18.0 | 14.0 | - | - | 17.5 | 22.3 | - | - | Taxi<br>Bus | Airport for gene<br>aircraft only.<br>signalized inter<br>local street con |

HIGHWAY ACCESS TO AIRPORTS

MEDIUM HUBS

| Distance (mi.) | | Descrip. -of Maj. Rt. Miles | Av. Travel Time (min.) | | | | Travel Speed (mph) | | | | Public Transp. | Comments | Field Evaluation of Current Cond. | Actions Initiated. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Maj. Rt. | | Alt. Rt. | | Maj. Rt. | | Alt. Rt. | | | | | |
| | Alt. Rt. | | Peak | Off-Pk. | Peak | Off-Pk. | Peak | Off-Pk. | Peak | Off-Pk. | | | | |
| | 9± | I: 7.8<br>FAP: 1.7<br>Other: 0.4 | 15± | 15± | 35± | 25± | 40± | 40± | 15± | 22± | Taxi<br>Limo.<br>Bus | No significant delays occur on the major route as it is mostly on I and FAP roads. There are some delays on the alternate route due to commercial development. Mass rail transit from CBD to airport under consideration. | Access to airport adequate for present and foreseeable future. | |
| 5 | - | FAP: 12.1<br>FAS: 2.2<br>Other: 0.2 | 30.1 | 23.3 | - | - | 29.0 | 37.3 | - | - | Taxi<br>Limo. | Major delays at CBD intersections (a 5-leg intersection) and due to parking on narrow streets. Most of required improvements are recommended by the urban transportation plan. | | |
| 0 | - | FAP: 7.6<br>FAS: 2.5<br>Other: 2.9 | 22.3 | 21.9 | - | - | 35.0 | 35.6 | - | - | Taxi<br>Limo. | No objectionable delays encountered. A one-way pair operation on some CBD streets will improve travel times. Also, widening of Miami Blvd. will help. Both of these improvements are planned. | Good | The F.A. system will be revised to include a short section of non-FA route. |
| 2 | 4.7 | FAP: 1.9<br>Other: 2.3 | 19.5 | 15.0 | 20.5 | 15.7 | 13.0 | 16.8 | 13.7 | 18.0 | Taxi<br>Limo. | No direct route from CBD to airport. Trip mostly on city streets. Completion of Western Expressway and Outer Loop will improve travel to airport. | Conditions are better than shown here. Travel times were taken during adverse weather and during a transit strike. | |
| 8 | 13.7 | I: 3.0<br>Other: 9.8 | 21.0 | 20.0 | 23.0 | 22.0 | 36.5 | 38.5 | 35.8 | 37.5 | Taxi<br>Limo. | Delays due to unsynchronized traffic signals and parking on CBD streets. Current long-range planning calls for scheduled bus service. Completion of I-5 (1969) will improve travel. | | |
| 2 | - | FAS: 3.4<br>Other: 1.8 | 18.0 | 14.0 | - | - | 17.5 | 22.3 | - | - | Taxi<br>Bus | Airport for general aviation aircraft only. Delays due to signalized intersections and local street congestion. | | |

CM 9/18/68

## HIGHWAY ACCESS TO AIRPORTS

### MEDIUM HUBS

| Hub | Airport | CBD | Distance (mi.) Maj. Rt. | Distance (mi.) Alt. Rt. | Descrip. of Maj. Rt. Miles | Av. Travel Time (min.) Maj. Rt. Peak | Av. Travel Time (min.) Maj. Rt. Off-Pk. | Av. Travel Time (min.) Alt. Rt. Peak | Av. Travel Time (min.) Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Travel Speed (mph) Maj. Rt. Off-Pk. | Travel Speed (mph) Alt. Rt. Peak | Travel Speed (mph) Alt. Rt. Off-Pk. | Public Transp. | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Salt Lake City, Utah | Salt Lake Municipal | Salt Lake City | 8.6 | 7.0 | I: 2.3<br>FAP: 3.2<br>FAS: 0.4<br>Other: 2.7 | 22* | 22* | 24* | 24* | 36.3 | 36.3 | 26.4 | 26.4 | Taxi<br>Limo. | * Travel times incl time at both ends. No significant dela section of the route planned or under co will improve travel. |
| Salt Lake City, Utah | Salt Lake Municipal | Provo | 50.8 | 50.4 | I: 32.6<br>FAP: 14.4<br>FAS: 2.0<br>Other: 1.8 | 69* | 69* | 77* | 77* | 49.3 | 49.3 | 43.0 | 43.0 | Taxi<br>Air-taxi<br>Bus<br>Rail | * Travel times incl time at both ends. Completion of I will travel times by abou |
| Salt Lake City, Utah | Salt Lake Municipal | Ogden | 42.3 | 41.3 | I: 23.5<br>FAP: 16.0<br>FAS: 0.8<br>Other: 2.0 | 56* | 56* | 58* | 58* | 51.4 | 51.4 | 49.0 | 49.0 | Taxi,<br>Limo. Lmtd.,<br>Air Taxi Lmtd. | * Travel times includ time at both ends. Completion of I will travel times by abou |
| San Antonio, Tex. | San Antonio Int'l. | San Antonio | 8.5 | 12.4 | I: 1.3<br>Other: 7.2 | 15.0 | 13.0 | 16.0 | 15.0 | 34.0 | 39.3 | 46.5 | 49.5 | Taxi<br>Limo.<br>Bus | Most of route on loca streets. Delays due zones and other traff gestion. Direct conn airport planned. |
| San Diego, Calif. | San Diego Int'l. | San Diego | 3.1 | 2.9 | FAS: 1.7<br>Other: 1.4 | 9.5 | 8.3 | 10.1 | 8.9 | 20.0 | 22.0 | 17.0 | 19.5 | Taxi<br>Limo. Lmtd.<br>Bus | Minor delays at CBD i Airport access route system. |
| Syracuse, N.Y. | Syracuse Municipal | Syracuse | 8.1 | - | I: 5.5<br>FAS: 0.9<br>Other: 1.6 | 16.7 | 17.7 | - | - | 29.0 | 27.5 | - | - | Taxi<br>Limo. | Travel time longer du peak because of heavy traffic. Travel time during inclement weath when connected to CBD, improve travel time to |
| Tampa/ St. Peters-burg/ Clear-water, Fla. | Tampa Int'l | Tampa | 5.7 | 5.8 | I: 4.0<br>Other: 1.7 | 16 | 14 | 16 | 15<br>- | 22 | 25 | 22 | 23 | Taxi<br>Limo. | Present airport acces good. Future construc anticipate future nee located close to the |

## HIGHWAY ACCESS TO AIRPORTS

### MEDIUM HUBS

| scrip. Maj. Rt. Miles | Av. Travel Time (min.) Maj. Rt. Peak | Maj. Rt. Off-Pk. | Alt. Rt. Peak | Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Maj. Rt. Off-Pk. | Alt. Rt. Peak | Alt. Rt. Off-Pk. | Public Transp. | Comments | Field Evaluation of Current Cond. | Actions Initiated |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.3<br>3.2<br>0.4<br>r: 2.7 | 22* | 22* | 24* | 24* | 36.3 | 36.3 | 26.4 | 26.4 | Taxi<br>Limo. | * Travel times include terminal time at both ends. No significant delays on any section of the route. Freeways planned or under construction will improve travel. | No problem at present and none anticipated. | |
| 32.6<br>14.4<br>2.0<br>r: 1.8 | 69* | 69* | 77* | 77* | 49.3 | 49.3 | 43.0 | 43.0 | Taxi<br>Air-taxi<br>Bus<br>Rail | * Travel times include terminal time at both ends. Completion of I will reduce travel times by about 10 min. | No problem at present and none anticipated. | |
| 23.5<br>16.0<br>0.8<br>r: 2.0 | 56* | 56* | 58* | 58* | 51.4 | 51.4 | 49.0 | 49.0 | Taxi,<br>Limo.<br>Lmtd.,<br>Air Taxi<br>Lmtd. | * Travel times include terminal time at both ends. Completion of I will reduce travel times by about 8 min. | No problem at present and none anticipated. | |
| 1.3<br>7.2 | 15.0 | 13.0 | 16.0 | 15.0 | 34.0 | 39.3 | 46.5 | 49.5 | Taxi<br>Limo.<br>Bus | Most of route on local arterial streets. Delays due to school zones and other traffic congestion. Direct connection to airport planned. | | |
| 1.7<br>1.4 | 9.5 | 8.3 | 10.1 | 8.9 | 20.0 | 22.0 | 17.0 | 19.5 | Taxi<br>Limo.<br>Lmtd.<br>Bus | Minor delays at CBD intersections. Airport access route is on F.A. system. | No appreciable problems. | |
| 5.5<br>0.9<br>1.6 | 16.7 | 17.7 | - | - | 29.0 | 27.5 | - | - | Taxi<br>Limo. | Travel time longer during off-peak because of heavy truck traffic. Travel times taken during inclement weather. I-81, when connected to CBD, will improve travel time to airport. | | |
| .0<br>1.7 | 16 | 14 | 16 | 15<br>- | 22 | 25 | 22 | 23 | Taxi<br>Limo. | Present airport access considered good. Future construction will anticipate future needs. Airport located close to the CBD. | | |

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## HIGHWAY ACCESS TO AIRPORTS

### MEDIUM HUBS

| Hub | Airport | CBD | Distance (mi.) Maj. Rt. | Distance (mi.) Alt. Rt. | Descrip. of Maj. Rt. Miles | Av. Travel Time (min.) Maj. Rt. Peak | Av. Travel Time (min.) Maj. Rt. Off-Pk. | Av. Travel Time (min.) Alt. Rt. Peak | Av. Travel Time (min.) Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Travel Speed (mph) Maj. Rt. Off-Pk. | Travel Speed (mph) Alt. Rt. Peak | Travel Speed (mph) Alt. Rt. Off-Pk. | Public Transp. | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Tulsa, Okla. | Tulsa Int'l. | Tulsa | 8.5 | 9.2 | FAP: 3.1<br>FAS: 1.6<br>Other: 3.8 | 26.2 | 20.6 | 32.9 | 24.6 | 19.5 | 24.8 | 16.8 | 22.4 | Taxi Limo. Bus | Normal delays due to sig... intersections. I-244 a... Freeway will provide dir... from CBD to airport. Bo... ways are under construct... completion scheduled for... |

## HIGHWAY ACCESS TO AIRPORTS

### MEDIUM HUBS

| Descrip. of Maj. Rt. Miles | Av. Travel Time (min.) | | | | Travel Speed (mph) | | | | Public Transp. | Comments | Field Evaluation of Current Cond. | Actions Initiated |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Maj. Rt. | | Alt. Rt. | | Maj. Rt. | | Alt. Rt. | | | | | |
| | Peak | Off-Pk. | Peak | Off-Pk. | Peak | Off-Pk. | Peak | Off-Pk. | | | | |
| FAP: 3.1<br>FAS: 1.6<br>Other: 3.8 | 26.2 | 20.6 | 32.9 | 24.6 | 19.5 | 24.8 | 16.8 | 22.4 | Taxi<br>Limo.<br>Bus | Normal delays due to signalized intersections. I-244 and Gilcrease Freeway will provide direct access from CBD to airport. Both highways are under construction with completion scheduled for 1970. | | |

FA 95

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
WASHINGTON, D.C. 20591

June 18, 1968

CIRCULAR MEMORANDUM TO: Regional Federal Highway Administrators
and Division Engineers

FROM : F. C. Turner
33-37 : Director of Public Roads

SUBJECT: Highway Access to Airports

Enclosed is a tabulation of information on travel between major CBD's and airports for all major hub airports currently listed by the Federal Aviation Administration. This information was extracted from reports submitted in response to our November 30, 1967, circular memorandum, this subject. Travel between CBD's and medium hub airports is being studied.

The traveltimes shown were normally determined from speed and delay runs during the peak and offpeak travel periods. As such, they are representative of only the actual traveltime between the CBD and the airport. They do not allow for either processing time at the terminal, or leeway allowed by the traveler to assure that he will not miss his plane.

It must be noted also that these traveltimes only consider the trip from the CBD to the airport in question. Trips to the airport have origins throughout the metropolitan area, and for this reason this summary may not be fully representative of the entire airport access problem.

Normally, more airport travel is directed to the CBD than to any other single point in the city which makes this particular trip most susceptible to handling by public transportation. The very nature of air travel places considerable emphasis on public transportation as the traveler usually will not have a private vehicle available to him on both ends of his air trip.

-more-

This information should be of value in comparing the accessibility of individual airports and in determining the degree of betterment that might be expected from individual improvements in a given corridor.

Please advise us of all actions taken by your office or the State in all system adjustments to the major routes serving airports and of all planned improvements on the major or alternative access routes.

Enclosure

20 JUN 1968

## HIGHWAY ACCESS TO AIRPORTS

### LARGE HUBS

| Hub | Airport | CBD | Distance (mi.) Maj. Rt. | Distance (mi.) Alt. Rt. | Descrip. of Maj. Rt. Miles | Av. Travel Time (min.) Maj. Rt. Peak | Av. Travel Time (min.) Maj. Rt. Off-Pk. | Av. Travel Time (min.) Alt. Rt. Peak | Av. Travel Time (min.) Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Travel Speed (mph) Maj. Rt. Off-Pk. | Travel Speed (mph) Alt. Rt. Peak | Travel Speed (mph) Alt. Rt. Off-Pk. | Public Transp. | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Atlanta, Ga. | Atlanta | Atlanta | 8.9 | 9.4 | I: 8.3<br>FAS: 0.6 | 24.5 | 12.7 | 32.0 | 24.0 | 21.8 | 42.0 | 17.6 | 23.5 | Taxi<br>Limo.<br>Bus | Major Rt. is used extens<br>is used only when accide<br>congestion on major Rt.<br>rd. needs under study.<br>transit system under stu |
| Boston, Mass. | Logan Int'l. | Boston | 4.0 | 4.5 | I: 0.5<br>FAP: 2.0<br>Other: 1.5 | 25.0 | 16.0 | 27.0 | 20.0 | 9.6 | 15.0 | 10.0 | 13.5 | Taxi<br>Limo.<br>Bus | Principal delay points a<br>to tunnels - uncontrolle<br>cross-traffic. MTA study<br>of another tunnel. Modify<br>ramps. |
| Chicago, Ill. | O'Hare Chicago Int'l. | Chicago | 17.5 | - | I: 15.0<br>FAP: 2.5 | 45.0 | 27.0 | - | - | 23.4 | 39.0 | - | - | Taxi<br>Limo.<br>Bus | Most of delays are caused<br>pedestr. & veh. movements<br>and from congested ramp<br>and weaving. Ramp meteri<br>under way. |
| Chicago, Ill. | Midway | Chicago | 12.0 | - | I: 7.5<br>FAP: 4.5 | 33.0 | 23.0 | - | - | 21.8 | 31.4 | - | - | Taxi<br>Limo.<br>Bus | Delays due to pedestrian<br>movements in downtown. R<br>movements. Two alternate<br>proposed. When completed<br>delays will be eliminated. |
| Cincinnati Ohio | Greater Cincin-nati | Cincin-nati | 13.0 | - | I: 9.0<br>FAP: 0.5<br>FAS: 3.5 | 22.8 | 16.8 | - | - | 34.2 | 46.5 | - | - | Taxi<br>Limo. | The only delay during pea<br>at the 4th St. & Sycamore<br>intersection, about 1.5 m<br>I-275 is completed in Ky.,<br>will take only about 12 m |
| Cincinnati Ohio | Greater Cincin-nati | Coving-ton, Ky. | 11.6 | - | I: 7.3<br>FAS: 3.5<br>Other: 1.0 | 16.1 | 14.6 | - | - | 43.0 | 47.5 | - | - | Taxi<br>Limo. | A small delay during peak<br>CBD. With completion of I<br>travel time will improve. |
| Cleveland, Ohio | Cleve. Hopkins Int'l. | Cleve-land | 14.0 | 10.4 | I: 9.5<br>FAP: 3.5<br>FAS: 1.0<br>Other: 0 | 25.0 | 20.0 | 33.5 | 27.3 | 33.6 | 42.0 | 18.7 | 22.8 | Taxi<br>Limo.<br>Rail-Bus | Most delays due to signal<br>When I-80 connects I-71 to<br>Fwy. (1970) travel times<br>5 min. shorter. In late 1<br>transit from CBD to airpor<br>be available. |

# HIGHWAY ACCESS TO AIRPORTS

## LARGE HUBS

| Descrip. of Maj. Rt. Miles | Av. Travel Time (min.) Maj. Rt. Peak | Maj. Rt. Off-Pk. | Alt. Rt. Peak | Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Maj. Rt. Off-Pk. | Alt. Rt. Peak | Alt. Rt. Off-Pk. | Public Transp. | Comments | Field Evaluation of Current Cond. | Actions Initiated |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8.3<br>0.6 | 24.5 | 12.7 | 32.0 | 24.0 | 21.8 | 42.0 | 17.6 | 23.5 | Taxi<br>Limo.<br>Bus | Major Rt. is used extensively. Alt. Rt. is used only when accidents or other congestion on major Rt. Future access rd. needs under study. Rail mass transit system under study. | Facilities provide good service to airport. | None |
| 0.5<br>2.0<br>1.5 | 25.0 | 16.0 | 27.0 | 20.0 | 9.6 | 15.0 | 10.0 | 13.5 | Taxi<br>Limo.<br>Bus | Principal delay points are the portals to tunnels - uncontrolled plazas with cross-traffic. MTA studying addition of another tunnel. Modify expressway ramps. | Excellent hwy. conn. Excellent rapid trans. service | MTPW contracted consultant to study tunnel entr. problems and make recom. |
| 15.0<br>2.5 | 45.0 | 27.0 | - | - | 23.4 | 39.0 | - | -- | Taxi<br>Limo.<br>Bus | Most of delays are caused by heavy pedestr. & veh. movements downtown and from congested ramp connections and weaving. Ramp metering studies under way. | | |
| 7.5<br>4.5 | 33.0 | 23.0 | - | - | 21.8 | 31.4 | - | - | Taxi<br>Limo.<br>Bus | Delays due to pedestrian and veh. movements in downtown. Heavy ramp movements. Two alternate routes proposed. When completed most of delays will be eliminated. | | |
| 8.0<br>0.5<br>3.5 | 22.8 | 16.8 | - | - | 34.2 | 46.5 | - | - | Taxi<br>Limo. | The only delay during peak hour is at the 4th St. & Sycamore Ave. intersection, about 1.5 min. When I-275 is completed in Ky., the trip will take only about 12 min. | Excellent - Most of the trip on expressways. | None |
| 7.3<br>3.5<br>1.0 | 16.1 | 14.6 | - | - | 43.0 | 47.5 | - | - | Taxi<br>Limo. | A small delay during peak in the CBD. With completion of I-275, travel time will improve. | Excellent | None |
| 9.5<br>3.5<br>1.0<br>0 | 25.0 | 20.0 | 33.5 | 27.3 | 33.6 | 42.0 | 18.7 | 22.8 | Taxi<br>Limo.<br>Rail-<br>Bus | Most delays due to signals in CBD. When I-80 connects I-71 to Airport Fwy. (1970) travel times will be 5 min. shorter. In late 1968 rail transit from CBD to airport will be available. | | |

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## HIGHWAY ACCESS TO AIRPORTS

### LARGE HUBS

| Hub | Airport | CBD | Distance (mi.) Maj. Rt. | Distance (mi.) Alt. Rt. | Descrip. of Maj. Rt. Miles | Av. Travel Time (min.) Maj. Rt. Peak | Av. Travel Time (min.) Maj. Rt. Off-Pk. | Av. Travel Time (min.) Alt. Rt. Peak | Av. Travel Time (min.) Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Travel Speed (mph) Maj. Rt. Off-Pk. | Travel Speed (mph) Alt. Rt. Peak | Travel Speed (mph) Alt. Rt. Off-Pk. | Public Transp. | Comments | Field Evalu of Current |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cleveland Ohio | Cleve. Hopkins Int'l. | Akron | 45.4 | - | I: 36.5<br>FAP: 2.5<br>FAS: 2.4<br>Other: 4.0 | 56 | 54 | - | - | 47.5 | 49.0 | - | - | Limo. | Delays are temporary. Upon completion of I-77 at Fairlawn, delays will be eliminated. | |
| Dallas/ Ft. Worth, Tex. | Dallas Love Field | Dallas | 7.5 | 5.3 | I: 4.4<br>Other: 3.1 | 16.5 | 14.0 | 15.0 | 12.5 | 27.3 | 32.2 | 21.2 | 25.4 | Taxi<br>Limo.<br>Bus<br>Heli-copter | No undue delays experienced. | |
| Dallas/ Ft. Worth, Tex. | Dallas Love Field | Ft. Worth | 38.6 | 34.9 | I: 4.8<br>FAP: 1.2<br>Other 32.6 | 44.1 | 44.1 | 42.9 | 42.9 | 52.5 | 52.5 | 49.0 | 49.0 | Limo. | No significant delays | |
| Dallas/ Ft. Worth, Tex. | Greater Southwest Int'l. | Ft. Worth | 23.2 | 18.6 | FAP: 1.2<br>FAS: 5.1<br>Other 16.8 | 23.4 | 23.4 | 26.3 | 26.3 | 60.0 | 60.0 | 42.0 | 42.0 | Limo. | No significant delays. | |
| Denver, Colo. | Stapleton Int'l. | Denver | 6.1 | 9.4 | Other 6.1 | 17.2 | 15.5 | 19.9 | 21.1 | 21.3 | 23.6 | 28.3 | 26.8 | Taxi<br>Limo.<br>Bus | The peak and off-peak travel speeds approach posted speed limits. Any delays are caused by signals. Hwy. delivers all airport traffic that the airport can handle | Very Good |
| Detroit/ Ann Arbor, Mich. | Detroit Metro-politan | Detroit | 18.3 | 20.1 | I: 13.5<br>FAP: 4.3<br>Other: 0.5 | 47.0 | 32.0 | 57.0 | 35.0 | 23.5 | 34.5 | 21.2 | 34.7 | Taxi<br>Limo.<br>Bus (Heli-copter planned) | Delays are due to congested freeways. Improvement projects are scheduled. Proposed freeway to connect south of airport. | |
| Detroit/ Ann Arbor, Mich. | Willow Run | Detroit | 30.2 | 32.0 | I: 24.9<br>FAP: 4.3<br>Other: 1.0 | 62.0 | 47.0 | 72.0 | 50.0 | 29.3 | 38.7 | 26.7 | 38.6 | Taxi | All delays occur between Detroit and Metropolitan Airport. No passenger demand for Willow Run. Mostly air freight and general aviation. | |
| Detroit/ Ann Arbor, Mich. | Detroit Metro-politan | Ann Arbor | 25.4 | - | I: 18.4<br>FAP: 6.1<br>Other: 0.9 | 40.0 | 40.0 | - | - | 38.0 | 38.0 | - | - | Taxi<br>Bus | No noticeable delays. | |

## HIGHWAY ACCESS TO AIRPORTS

### LARGE HUBS

| Rt. No. | Av. Travel Time (min.) Maj. Rt. Peak | Maj. Rt. Off-Pk. | Alt. Rt. Peak | Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Maj. Rt. Off-Pk. | Alt. Rt. Peak | Alt. Rt. Off-Pk. | Public Transp. | Comments | Field Evaluation of Current Cond. | Actions Initiated |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5<br>4<br>0 | 56 | 54 | - | - | 47.5 | 49.0 | - | - | Limo. | Delays are temporary. Upon completion of I-77 at Fairlawn, delays will be eliminated. | | |
| 4<br>2 | 16.5 | 14.0 | 15.0 | 12.5 | 27.3 | 32.2 | 21.2 | 25.4 | Taxi<br>Limo.<br>Bus<br>Heli-copter | No undue delays experienced. | | |
| 8<br>2 | 44.1 | 44.1 | 42.9 | 42.9 | 52.5 | 52.5 | 49.0 | 49.0 | Limo. | No significant delays | | |
| 7<br>1<br>8 | 23.4 | 23.4 | 26.3 | 26.3 | 60.0 | 60.0 | 42.0 | 42.0 | Limo. | No significant delays. | | |
| 1 | 17.2 | 15.3 | 19.9 | 21.1 | 21.3 | 23.6 | 28.3 | 26.8 | Taxi<br>Limo.<br>Bus | The peak and off-peak travel speeds approach posted speed limits. Any delays are caused by signals. Hwy. delivers all airport traffic that the airport can handle | Very Good | The State will be encouraged to place the Rt. on the F.A. System |
| 6<br>3<br>5 | 47.0 | 32.0 | 57.0 | 35.0 | 23.5 | 34.5 | 21.2 | 34.7 | Taxi<br>Limo.<br>Bus<br>(Heli-copter planned) | Delays are due to congested freeways. Improvement projects are scheduled. Proposed freeway to connect south of airport. | | |
| 9<br>3<br>0 | 62.0 | 47.0 | 72.0 | 50.0 | 29.3 | 38.7 | 26.7 | 38.6 | Taxi | All delays occur between Detroit and Metropolitan Airport. No passenger demand for Willow Run. Mostly air freight and general aviation. | | |
| 4<br>1<br>9 | 40.0 | 40.0 | - | - | 38.0 | 38.0 | - | - | Taxi<br>Bus | No noticeable delays. | | |

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## HIGHWAY ACCESS TO AIRPORTS

### LARGE HUBS

| Hub | Airport | CBD | Distance (mi.) Maj. Rt. | Distance (mi.) Alt. Rt. | Descrip. of Maj. Rt. Miles | Av. Travel Time (min.) Maj. Rt. Peak | Av. Travel Time (min.) Maj. Rt. Off-Pk. | Av. Travel Time (min.) Alt. Rt. Peak | Av. Travel Time (min.) Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Travel Speed (mph) Maj. Rt. Off-Pk. | Travel Speed (mph) Alt. Rt. Peak | Travel Speed (mph) Alt. Rt. Off-Pk. | Public Transp. | Comments | Field Evaluation of Current Co |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Detroit/ Ann Arbor, Mich. | Willow Run | Ann Arbor | 12.8 | - | I: 5.3<br>FAP: 7.5 | 22.0 | 22.0 | - | - | 35.0 | 35.0 | - | - | Bus | No noticeable delays. | |
| Houston, Tex. | William P. Hobby | Houston | 9.7 | 10.1 | I: 6.3<br>Other: 3.4 | 24.0 | 15.0 | 28.0 | 17.0 | 24.2 | 38.8 | 21.6 | 35.6 | Taxi<br>Limo.<br>Bus | Congestion in CBD streets during peak periods. | Good |
| Houston, Tex. | Jetero Int'l. | Houston | 17.9 | 18.0 | I: 13.0<br>Other: 4.9 | 28.0 | 22.0 | 26.0 | 25.0 | 44.8 | 48.9 | 41.6 | 43.2 | None | Airport has not opened yet. | |
| Kansas City, Mo. | Kansas City Municipal | Kansas City, Mo. | 1.3 | - | Other: 1.3 | 7.0 | 7.0 | - | - | 11.0 | 11.0 | - | - | Taxi<br>Limo.<br>Bus | No significant delays other than traffic signals. | Acceptable |
| Kansas City, Mo. | Kansas City Int'l. | Kansas City, Mo. | 19.2 | - | I: 17.0<br>Other: 2.2 | 25.0 | 25.0 | - | - | 46.0 | 46.0 | - | - | None. Airport will open in 1970 | Mass transit needs for the airport are under study. | |
| Las Vegas, Nev. | McCarran Field, Las Vegas | Las Vegas | 6.7 | - | FAP: 2.0<br>FAS: 4.7 | 20.0 | 18.0 | - | - | 20.0 | 22.3 | - | - | Taxi<br>Limo. | | |
| Los Angeles/ Burbank/ Long Beach, Calif. | Los Angeles Int'l. | Los Angeles CBD | 13.0 | 17.0 | I: 5.5<br>FAP: 1.7<br>Other: 7.8 | 40.0 | - | - | 22.0 | 22.5 | - | - | 46.4 | Taxi<br>Limo.<br>Bus &<br>Heli-<br>copter<br>under<br>study | Congestion and delays occur at interchanges, weaving between on and off ramps and at traffic signals. Proposals for rail transp. from CBD to airport under consideration. | Congestion i<br>heavy during<br>hours in and<br>the airport.<br>backs up at<br>ramps. |
| Los Angeles/ Burbank/ Long Beach, Calif. | Los Angeles Int'l. | Long Beach CBD | 22.0 | - | I:<br>FAP:<br>Other: | 44.0 | 26.0 | - | - | 30.0 | 51.0 | - | - | Taxi<br>Limo.<br>Bus | Traffic delays in the Long Beach CBD off the F.A. system. Also at the Long Beach - San Diego Freeway Interchange. | Congestion i<br>heavy during<br>hours in and<br>the airport. |

## HIGHWAY ACCESS TO AIRPORTS

### LARGE HUBS

| Av. Travel Time (min.) | | | | Travel Speed (mph) | | | | Public Transp. | Comments | Field Evaluation of Current Cond. | Actions Initiated |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Maj. Rt. | | Alt. Rt. | | Maj. Rt. | | Alt. Rt. | | | | | |
| Peak | Off-Pk. | Peak | Off-Pk. | Peak | Off-Pk. | Peak | Off-Pk. | | | | |
| 22.0 | 22.0 | - | - | 35.0 | 35.0 | - | - | Bus | No noticeable delays. | | |
| 24.0 | 15.0 | 28.0 | 17.0 | 24.2 | 38.8 | 21.6 | 35.6 | Taxi Limo. Bus | Congestion in CBD streets during peak periods. | Good | |
| 34.0 | 22.0 | 26.0 | 25.0 | 44.8 | 48.9 | 41.6 | 43.2 | None | Airport has not opened yet. | | |
| 7.0 | 7.0 | - | - | 11.0 | 11.0 | - | - | Taxi Limo. Bus | No significant delays other than traffic signals. | Acceptable | None. This airport is being phased out. |
| 25.0 | 25.0 | - | - | 46.0 | 46.0 | - | - | None. Airport will open in 1970 | Mass transit needs for the airport are under study. | | |
| 20.0 | 18.0 | - | - | 20.0 | 22.3 | - | - | Taxi Limo. | | | |
| 40.0 | - | - | 22.0 | 22.5 | - | - | 46.4 | Taxi Limo. Bus & Heli-copter under study | Congestion and delays occur at inter-changes, weaving between on and off ramps and at traffic signals. Pro-posals for rail transp. from CBD to airport under consideration. | Congestion is heavy during peak hours in and around the airport. Traffic backs up at frwy. ramps. | Widening of hwy. not in the FA system is planned by the State. |
| 44.0 | 26.0 | - | - | 30.0 | 51.0 | - | - | Taxi Limo. Bus | Traffic delays in the Long Beach CBD off the F.A. system. Also at the Long Beach - San Diego Freeway Interchange. | Congestion is heavy during peak hours in and around the airport. | |

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# HIGHWAY ACCESS TO AIRPORTS

## LARGE HUBS

| Hub | Airport | CBD | Distance (mi.) Maj. Rt. | Distance (mi.) Alt. Rt. | Descrip. of Maj. Rt. Miles | Av. Travel Time (min.) Maj. Rt. Peak | Av. Travel Time (min.) Maj. Rt. Off-Pk. | Av. Travel Time (min.) Alt. Rt. Peak | Av. Travel Time (min.) Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Travel Speed (mph) Maj. Rt. Off-Pk. | Travel Speed (mph) Alt. Rt. Peak | Travel Speed (mph) Alt. Rt. Off-Pk. | Public Transp. | Comments | Field Evaluation of Current Con |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Los Angeles/ Burbank/ Long Beach, Calif. | Los Angeles Int'l. | Van Nuys CBD | 20.0 | - | I: 15.5<br>Other: 4.5 | 60.0 | 26.0 | - | - | 20.0 | 46.0 | - | - | | Traffic delays are caused due to signals during the peak periods. Delays along Victory Blvd. and Sepulveda Blvd. | |
| Los Angeles/ Burbank/ Long Beach, Calif. | Los Angeles Int'l. | Westwood/ Beverly Hills CBD | 12.0 | - | I: 5.2<br>FAP: 3.3<br>Other: 3.5 | 35.0 | 25.0 | - | - | 20.5 | 29.0 | - | - | Taxi Bus | Most of delays are due to congestion and traffic signals on Santa Monica Blvd. (FAP 83) and Sepulveda Blvd. | |
| Los Angeles/ Burbank/ Long Beach, Calif. | Hollywood/ Burbank Airport | Van Nuys CBD | 6.0 | - | Other: 6.0 | 18.0 | 15.0 | - | - | 20.0 | 24.0 | - | - | Taxi Bus - involves transfers, indirect trip | Delays in Van Nuys CBD on major intersections. | |
| Los Angeles/ Burbank/ Long Beach, Calif. | Long Beach Municipal | Long Beach CBD | 10.0 | - | I:<br>FAP:<br>Other: | 26.0 | 12.0 | - | - | 23.0 | 50.0 | - | - | Taxi Limo.* Bus* *Limited | Most of delays at local streets in the Long Beach CBD and at the Long Beach - San Diego Freeway interchange, during peak periods. | |
| Miami/ Ft. Lauderdale, Fla. | Miami Int'l. | Coral Gables | 4.3 | - | Other: 4.3 | 14.0 | 11.0 | - | - | 18.4 | 23.4 | - | - | Taxi Limo. | Miami Urban Area Transportation Study has been analyzing transportation needs to the airport. | |
| Miami/ Ft. Lauderdale, Fla. | Miami Int'l. | Miami | 7.4 | 7.4 | Other: 7.4 | 24.0 | 21.0 | 26.0 | 24.0 | 18.5 | 21.1 | 17.0 | 18.5 | Taxi Limo. | Miami Urban Area Transportation Study has been analyzing transportation needs to the airport. | |
| Miami/ Ft. Lauderdale, Fla. | Miami Int'l. | Miami Beach | 11.7 | 11.0 | I: 4.5<br>FAP: 3.7<br>Other: 3.5 | 24.0 | 21.0 | 34.0 | 31.0 | 29.2 | 33.4 | 19.4 | 21.3 | Taxi Limo. | Delays due to weaving on 42nd Ave. near the entrance to the airport. Miami Urban Area Transp. Study has been analyzing transportation needs to the airport. | |

# HIGHWAY ACCESS TO AIRPORTS

## LARGE HUBS

| Trip. Maj. Rt. Miles | Av. Travel Time (min.) Maj. Rt. Peak | Maj. Rt. Off-Pk. | Alt. Rt. Peak | Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Maj. Rt. Off-Pk. | Alt. Rt. Peak | Alt. Rt. Off-Pk. | Public Transp. | Comments | Field Evaluation of Current Cond. | Actions Initiated |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15.5<br>4.5 | 60.0 | 26.0 | - | - | 20.0 | 46.0 | - | - | | Traffic delays are caused due to signals during the peak periods. Delays along Victory Blvd. and Sepulveda Blvd. | | |
| 5.2<br>3.3<br>r: 3.5 | 35.0 | 25.0 | - | - | 20.5 | 29.0 | - | - | Taxi<br>Bus | Most of delays are due to congestion and traffic signals on Santa Monica Blvd. (FAP 83) and Sepulveda Blvd. | | |
| r: 6.0 | 18.0 | 15.0 | - | - | 20.0 | 24.0 | - | - | Taxi<br>Bus - involves transfers, indirect trip | Delays in Van Nuys CBD on major intersections. | | |
| r: | 25.0 | 12.0 | - | - | 23.0 | 30.0 | - | - | Taxi<br>Limo.*<br>Bus*<br>*limited | Most of delays at local streets in the Long Beach CBD and at the Long Beach - San Diego Freeway interchange, during peak periods. | | |
| r: 4.3 | 14.0 | 11.0 | - | - | 18.4 | 23.4 | - | - | Taxi<br>Limo. | Miami Urban Area Transportation Study has been analyzing transportation needs to the airport. | | |
| r: 7.4 | 24.0 | 21.0 | 26.0 | 24.0 | 18.5 | 21.1 | 17.0 | 18.5 | Taxi<br>Limo. | Miami Urban Area Transportation Study has been analyzing transportation needs to the airport. | | |
| 4.5<br>: 3.7<br>r: 3.5 | 24.0 | 21.0 | 34.0 | 31.0 | 29.2 | 33.4 | 19.4 | 21.3 | Taxi<br>Limo. | Delays due to weaving on 42nd Ave. near the entrance to the airport. Miami Urban Area Transp. Study has been analyzing transportation needs to the airport. | | |

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## HIGHWAY ACCESS TO AIRPORTS

### LARGE HUBS

| Hub | Airport | CBD | Distance (mi.) Maj. Rt. | Distance (mi.) Alt. Rt. | Descrip. of Maj. Rt. Miles | Av. Travel Time (min.) Maj. Rt. Peak | Av. Travel Time (min.) Maj. Rt. Off-Pk. | Av. Travel Time (min.) Alt. Rt. Peak | Av. Travel Time (min.) Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Travel Speed (mph) Maj. Rt. Off-Pk. | Travel Speed (mph) Alt. Rt. Peak | Travel Speed (mph) Alt. Rt. Off-Pk. | Public Transp. | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Miami/ Ft. Lauderdale, Fla. | Miami Int'l. | North Miami Beach | 16.4 | 18.5 | I: 7.9<br>FAP: 7.0<br>Other: 1.5 | 31.0 | 31.0 | 34.0 | 31.0 | 31.8 | 31.8 | 25.6 | 28.0 | Taxi<br>Limo. | Delays due to weaving on 42nd Ave. near the entrance to the airport. Miami Urban Area Transp. Study has been analyzing transp. needs to the airport. |
| Miami/ Ft. Lauderdale, Fla. | Miami Int'l. | Hialeah/ Miami Springs | 2.9 | - | FAP: 1.3<br>Other: 1.6 | 10.0 | 10.0 | - | - | 17.5 | 17.5 | - | - | Taxi<br>Limo. | Miami Urban Area Transportation Study has been analyzing transportation needs to the airport. |
| Minne-apolis/ St. Paul, Minn. | Minne-apolis/ St. Paul Int'l. | St. Paul | 8.3 | - | FAP: 3.5<br>Other: 4.8 | 17.0 | 16.0 | - | - | 29.3 | 31.2 | - | - | Taxi<br>Limo. | No significant delays. Most of the sections are expressway. Alternate routes will be provided with the completion of I-35W in 1971. |
| Minne-apolis/ St. Paul, Minn. | Minne-apolis/ St. Paul Int'l. | Minne-apolis | 12.3 | - | I: 5.8<br>FAP: 6.5 | 21.0 | 18.0 | - | - | 35.2 | 41.0 | - | - | Taxi<br>Limo. | No significant delays. All the route is on expressways. Alternate route will be provided with the completion of improvements to expressway standards of TH 55. |
| New Orleans, La. | Moisant, New Orleans Int'l. | New Orleans | 14.4 | 14.7 | I: 9.4<br>FAP: 4.0<br>Other: 1.0 | 30.0 | 23.0 | 34.5 | 31.0 | 28.6 | 37.4 | 25.4 | 28.3 | Taxi<br>Limo.<br>Bus | Most of delays are caused from traffic signals at major intersections. Completion of I-10 beyond the airport will improve travel to airport. |

# HIGHWAY ACCESS TO AIRPORTS

## LARGE HUBS

| Descrip. of Maj. Rt. Miles | Av. Travel Time (min.) | | | | Travel Speed (mph) | | | | Public Transp. | Comments | Field Evaluation of Current Cond. | Actions Initiated |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Maj. Rt. | | Alt. Rt. | | Maj. Rt. | | Alt. Rt. | | | | | |
| | Peak | Off-Pk. | Peak | Off-Pk. | Peak | Off-Pk. | Peak | Off-Pk. | | | | |
| :: 7.9<br>AP: 7.0<br>ther: 1.5 | 31.0 | 31.0 | 34.0 | 31.0 | 31.8 | 31.8 | 25.6 | 28.0 | Taxi<br>Limo. | Delays due to weaving on 42nd Ave. near the entrance to the airport. Miami Urban Area Transp. Study has been analyzing transp. needs to the airport. | | |
| P: 1.3<br>ther: 1.6 | 10.0 | 10.0 | - | - | 17.5 | 17.5 | - | - | Taxi<br>Limo. | Miami Urban Area Transportation Study has been analyzing transportation needs to the airport. | | |
| AP: 3.3<br>ther: 4.8 | 17.0 | 16.0 | - | - | 29.3 | 31.2 | - | - | Taxi<br>Limo. | No significant delays. Most of the sections are expressway. Alternate routes will be provided with the completion of I-35W in 1971. | Good | No action to add any sections to F.A.system. Current budgeting includes funds to improve non F.A.section to Expwy. |
| : 5.8<br>AP) 6.5 | 21.0 | 18.0 | - | - | 35.2 | 41.0 | - | - | Taxi<br>Limo. | No significant delays. All the route is on expressways. Alternate route will be provided with the completion of improvements to expressway standards of IH 55. | Good | No action. The route is on the F.A.system. |
| 9.4<br>AP: 4.0<br>ber: 1.0 | 30.0 | 23.0 | 34.5 | 31.0 | 28.6 | 37.4 | 25.4 | 28.3 | Taxi<br>Limo.<br>Bus | Most of delays are caused from traffic signals at major intersections. Completion of I-10 beyond the airport will improve travel to airport. | No real access problem exists. | Consideration is given to proposed HUD demo. project to use exist. R.R. tracks for rail transit. |

## HIGHWAY ACCESS TO AIRPORTS

### LARGE HUBS

| Hub | Airport | CBD | Distance (mi.) Maj. Rt. | Distance (mi.) Alt. Rt. | Descrip. of Maj. Rt. Miles | Av. Travel Time (min.) Maj. Rt. Peak | Av. Travel Time (min.) Maj. Rt. Off-Pk. | Av. Travel Time (min.) Alt. Rt. Peak | Av. Travel Time (min.) Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Travel Speed (mph) Maj. Rt. Off-Pk. | Travel Speed (mph) Alt. Rt. Peak | Travel Speed (mph) Alt. Rt. Off-Pk. | Public Transp. | Comments | Field of Car |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| New York, N.Y./ Newark, N.J. | Kennedy Int'l. | Man-hattan | 14.3 | 13.2 | I: 7.0<br>FAP: 7.3 | 50.0 | 30.1 | 68.5 | 54.8 | 17.2 | 28.5 | 11.5 | 14.5 | Taxi, Airport Coach, Subway, Bus, Heli-copter | Most of delays are because of inadequate ramp connections, heavy weaving, left hand exits, unbalanced lanes, over-loaded highways. Planned improvements to expressways might improve travel to some extent. | |
| New York, N.Y./ Newark, N.J. | La Guardia | Man-hattan | 7.8 | 10.7 | I: 6.8<br>FAP: 1.0 | 31.5 | 19.1 | 34.0 | 23.6 | 14.9 | 24.4 | 18.9 | 27.2 | Taxi, Airport Coach, Subway, Bus, Heli-copter | Delays are due to outmoded designs of expressways, frequent ramps, construction and inadequate weaving distances. Planned improvements should alleviate most delays. | |
| New York, N.Y./ Newark, N.J. | Newark | Man-hattan | 11.0 | 13.5 | I: 10.4<br>Other: 0.6 | 23.7 | 15.9 | 48.9 | 24.2 | 27.8 | 41.5 | 16.6 | 33.5 | Taxi, Airport Coach, Bus, Heli-copter | Delays are due to weaving, lane drops, and indirect connections from Lincoln Tunnel to airlines terminal. | |
| Phila-delphia, Pa./ Camden, N.J. | Phila-delphia Int'l. | Phila-delphia, Pa. | 8.9 | 7.7 | I: 4.1<br>FAP: 4.8 | 24.0 | 20.0 | 26.0 | 21.0 | 22.0 | 27.7 | 17.8 | 22.0 | Taxi<br>Limo.<br>Bus | Major delays are due to congestion of intersection of 36th St. and Pearose Ave., and due to narrow Pearose bridge. Several improvements recommended. Completion of Interstate will eliminate most delays. | Reason level servic |
| Phila-delphia, Pa./ Camden, N.J. | Phila-delphia Int'l. | Trenton, N.J. | 41.5 | 50.1 | FAP: 37.3<br>Other: 3.2 | 76.0 | - | 73.0 | - | 33.0 | - | 40.0 | - | Taxi<br>Limo.<br>Bus | Delays due to at-grade intersections. Route through highly urbanized areas. Extension of I-295 will improve travel times. | |
| Phila-delphia, Pa./ Camden, N.J. | Phila-delphia Int'l. | Camden, N.J. | 12.4 | 12.5 | I: 5.1<br>FAP: 5.3<br>Other: 2.0 | 30.0 | 27.0 | 33.0 | 29.0 | 24.8 | 27.6 | 21.7 | 25.8 | Taxi<br>Limo.<br>Bus | Delays are due to CBD congestion in Camden, frequent traffic signals on part of the route; however, this section is scheduled for improvement to expressway. | |

## HIGHWAY ACCESS TO AIRPORTS

### LARGE HUBS

| ip. . Rt. iles | Av. Travel Time (min.) Maj. Rt. Peak | Maj. Rt. Off-Pk. | Alt. Rt. Peak | Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Maj. Rt. Off-Pk. | Alt. Rt. Peak | Alt. Rt. Off-Pk. | Public Transp. | Comments | Field Evaluation of Current Cond. | Actions Initiated |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7.0<br>7.3 | 50.0 | 30.1 | 68.5 | 54.8 | 17.2 | 28.5 | 11.5 | 14.5 | Taxi, Airport Coach, Subway, Bus, Heli-copter | Most of delays are because of inadequate ramp connections, heavy weaving, left hand exits, unbalanced lanes, over-loaded highways. Planned improvements to expressways might improve travel to some extent. | | Several types of improvements are suggested, including a TOPICS type approach, ramp metering, etc. |
| .8<br>1.0 | 31.5 | 19.1 | 34.0 | 23.6 | 14.9 | 24.4 | 18.9 | 27.2 | Taxi, Airport Coach, Subway, Bus, Heli-copter | Delays are due to outmoded designs of expressways, frequent ramps, construction and inadequate weaving distances. Planned improvements should alleviate most delays. | | Same as Kennedy Int'l. Airport. |
| .4<br>.6 | 23.7 | 15.9 | 48.9 | 24.2 | 27.8 | 41.5 | 16.6 | 33.5 | Taxi, Airport Coach, Bus, Heli-copter | Delays are due to weaving, lane drops, and indirect connections from Lincoln Tunnel to airlines terminal. | | |
| 6 | 24.0 | 20.0 | 26.0 | 21.0 | 22.0 | 27.7 | 17.8 | 22.0 | Taxi Limo. Bus | Major delays are due to congestion of intersection of 26th St. and Penrose Ave., and due to narrow Penrose bridge. Several improvements recommended. Completion of Interstate will eliminate most delays. | Reasonable level of service. | |
| 3<br>2 | 76.0 | - | 73.0 | - | 33.0 | - | 40.0 | - | Taxi Limo. Bus | Delays due to at-grade intersections. Route through highly urbanized areas. Extension of I-295 will improve travel times. | | |
| 8 | 30.0 | 27.0 | 33.0 | 29.0 | 24.8 | 27.6 | 21.7 | 25.8 | Taxi Limo. Bus | Delays are due to CBD congestion in Camden, frequent traffic signals on part of the route; however, this section is scheduled for improvement to expressway. | | |

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## HIGHWAY ACCESS TO AIRPORTS

### LARGE HUBS

| Hub | Airport | CBD | Distance (mi.) Maj. Rt. | Distance (mi.) Alt. Rt. | Descrip. of Maj. Rt. Miles | Av. Travel Time (min.) Maj. Rt. Peak | Av. Travel Time (min.) Maj. Rt. Off-Pk. | Av. Travel Time (min.) Alt. Rt. Peak | Av. Travel Time (min.) Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Travel Speed (mph) Maj. Rt. Off-Pk. | Travel Speed (mph) Alt. Rt. Peak | Travel Speed (mph) Alt. Rt. Off-Pk. | Public Transp. | Comments | Field Eva of Curre |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Philadelphia, Pa./ Camden, N.J. | Philadelphia Int'l. | Wilmington, Del. | 19.8 | - | ? | 52.0 | - | - | - | 23.0 | - | - | - | Taxi Limo. | Delays are caused due to congestion from local traffic (industrial plants, etc.) along the route. Poor highway lighting. | |
| Pittsburgh, Pa. | Greater Pittsburgh | Pittsburgh | 17.0 | - | I: ? Fwy: ? | No travel times given. | | | | About 30 mph. during peak periods. | | | | Taxi Limo. | Completion of the Interstate system and other scheduled improvements will provide better access to airport. | |
| San Francisco, Calif. | San Francisco Int'l. | San Francisco | 14.5 | - | I: 13.0 Other: 1.5 | 35.0 | 23.0 | - | - | 25.0 | 38.0 | - | - | Taxi, Airport Bus, Comm. Bus Helicopter | Airport circulation during heavy demand periods gets congested. Traffic backs up on freeway ramps. Proposals for rail rapid and express bus systems under consideration. | Wilbur S preparing with reco |
| San Francisco, Calif. | San Francisco Int'l. | Oakland | 25.5 | - | I: 20.5 FAP: 3.0 Other: 2.0 | 55.0 | 36.0 | - | - | 28.0 | 42.5 | - | - | Taxi, Airport Bus, Comm. Bus | Same as for San Francisco CBD. | Wilbur Sa preparing with reco |
| San Francisco, Calif. | San Francisco Int'l. | San Jose | 34.5 | - | I: 30.5 FAS: 3.0 Other: 1.0 | 49.0 | 40.0 | - | - | 42.0 | 52.0 | - | - | Taxi | Same as for San Francisco CBD. | Wilbur Sa preparing with reco |
| San Francisco, Calif. | Metro. Oakland Int'l. | Oakland | 10.0 | - | FAP: 6.5 Other: 3.5 | 20.0 | 15.0 | - | - | 30.0 | 40.0 | - | - | Taxi, Airport Bus, Helicopter | Both San Francisco and Oakland airports will be serviced directly by the "bayfront" freeways. BARTD station (3 mi. from airport) will be connected by shuttle service. | |
| San Francisco, Calif. | Metro. Oakland Int'l. | San Francisco | 20.0 | - | I: 10.0 FAP: 6.5 Other: 3.5 | 40.0 | 31.0 | - | - | 30.0 | 39.0 | - | - | Taxi, Airport Bus, Helicopter | Same as for Oakland CBD. | |
| San Francisco, Calif. | Metro. Oakland Int'l. | San Jose | 36.0 | - | I: 9.5 FAP: 24.0 FAS: 1.5 Other: 1.0 | 61.0 | 41.0 | - | - | 35.5 | 53.0 | - | - | Taxi | | |

## HIGHWAY ACCESS TO AIRPORTS

### LARGE HUBS

| p. Rt. iles | Av. Travel Time (min.) Maj. Rt. Peak | Maj. Rt. Off-Pk. | Alt. Rt. Peak | Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Maj. Rt. Off-Pk. | Alt. Rt. Peak | Alt. Rt. Off-Pk. | Public Transp. | Comments | Field Evaluation of Current Cond. | Actions Initiated |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 52.0 | - | - | - | 23.0 | - | - | - | Taxi Limo. | Delays are caused due to congestion from local traffic (industrial plants, etc.) along the route. Poor highway lighting. | | |
| ?<br>? | No travel times given. | | | | About 30 mph. during peak periods. | | | | Taxi Limo. | Completion of the Interstate system and other scheduled improvements will provide better access to airport. | | |
| 13.0<br>1.5 | 35.0 | 23.0 | - | - | 25.0 | 38.0 | - | - | Taxi, Airport Bus, Comm. Bus Heli-copter | Airport circulation during heavy demand periods gets congested. Traffic backs up on freeway ramps. Proposals for rail rapid and express bus systems under consideration. | Wilbur Smith is preparing report with recommendations. | |
| 20.5<br>3.0<br>2.0 | 55.0 | 36.0 | - | - | 28.0 | 42.5 | - | - | Taxi, Airport Bus, Comm. Bus | Same as for San Francisco CBD. | Wilbur Smith is preparing report with recommendations. | |
| 30.5<br>3.0<br>1.0 | 49.0 | 40.0 | - | - | 42.0 | 52.0 | - | - | Taxi | Same as for San Francisco CBD. | Wilbur Smith is preparing report with recommendations. | |
| 6.5<br>3.5 | 20.0 | 15.0 | - | - | 30.0 | 40.0 | - | - | Taxi, Airport Bus, Heli-copter | Both San Francisco and Oakland airports will be serviced directly by the "bayfront" freeways. BARTD station (3 mi. from airport) will be connected by shuttle service. | | |
| 10.0<br>6.5<br>3.5 | 40.0 | 31.0 | - | - | 30.0 | 39.0 | - | - | Taxi, Airport Bus, Heli-copter | Same as for Oakland CBD. | | |
| 9.5<br>24.0<br>1.5<br>1.0 | 41.0 | 41.0 | - | - | 35.5 | 53.0 | - | - | Taxi | | | |

# HIGHWAY ACCESS TO AIRPORTS

## LARGE HUBS

| Hub | Airport | CBD | Distance (mi.) Maj. Rt. | Distance (mi.) Alt. Rt. | Descrip. of Maj. Rt. Miles | Av. Travel Time (min.) Maj. Rt. Peak | Av. Travel Time (min.) Maj. Rt. Off-Pk. | Av. Travel Time (min.) Alt. Rt. Peak | Av. Travel Time (min.) Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Travel Speed (mph) Maj. Rt. Off-Pk. | Travel Speed (mph) Alt. Rt. Peak | Travel Speed (mph) Alt. Rt. Off-Pk. | Public Transp. | Comments | Field of Curr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| San Francisco, Calif. | San Jose Municipal | San Jose | 3.5 | - | FAP: 2.0<br>FAS: 1.5 | 8.0 | 7.0 | - | - | 26.5 | 30.0 | - | - | Taxi | This airport handles less than 10% of the total hub air traffic. | |
| Seattle/ Tacoma, Wash. | Seattle/ Tacoma Airport | Seattle | 14.0 | 13.0 | I: ?<br>FAP: ?<br>Other: ? | 22.0 | 20.0 | 24.0 | 17.0 | 38.0 | 42.0 | 32.5 | 45.8 | Taxi<br>Limo.<br>Bus<br>Heli-copter | Study is made to enlarge airport facilities and improve access for future traffic. | Ser |
| Seattle/ Tacoma, Wash. | Seattle/ Tacoma Airport | Tacoma | 22.0 | 20.0 | I: ?<br>FAP: ?<br>Other: ? | 35.0 | 33.0 | 43.0 | 36.0 | 38.0 | 40.0 | 28.0 | 33.4 | Taxi<br>Limo.<br>Bus | Same as Seattle CBD. | Serv |
| St. Louis, Mo. | Lambert St. Louis Municipal | St. Louis | 14.8 | 26.8 | I: 13.7<br>Other: 1.1 | 25.5 | 21.0 | 46.0 | 37.5 | 35.0 | 42.2 | 33.6 | 41.2 | Taxi<br>Limo.<br>Bus | Delays on the I portion of route occur due to lane drops. The airport interchange movements are heavy. Reconstr. of this interchange is being planned. State and HPR approval is required. | |
| Washington, D.C. | National | Washington | 4.0 | - | I: 0.3<br>FAP: 1.7<br>Other: 1.8 | 17.0 | 13.0 | - | - | 14.0 | 18.5 | - | - | Taxi<br>Limo.<br>Bus | Delays occur on CBD streets. Proposed rail rapid transit will provide a station in the vicinity of airport. | |
| Washington, D.C. | National | Alexandria, Va. | 3.5 | - | FAP: 0.9<br>Other: 2.6 | 12.0 | 8.0 | - | - | 17.5 | 26.2 | - | - | Taxi<br>Bus | Delays occur on CBD streets. | |
| Washington, D.C. | National | Rosslyn, Va. | 4.0 | - | Other: 4.0 | 8.0 | 7.0 | - | - | 30.0 | 34.0 | - | - | Taxi<br>Limo. | | |
| Washington, D.C. | National | Bethesda, Md. | 10.1 | - | FAP: 6.0<br>Other: 4.0 | 25.0 | 20.0 | - | - | 24.2 | 30.3 | - | - | Taxi<br>Limo.<br>Bus | Delays occur on CBD streets. Proposed rail rapid transit will provide a station in the vicinity of the airport. | |

## HIGHWAY ACCESS TO AIRPORTS

### LARGE HUBS

| Descrip. of Maj. Rt. Miles | Av. Travel Time (min.) Maj. Rt. Peak | Maj. Rt. Off-Pk. | Alt. Rt. Peak | Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Maj. Rt. Off-Pk. | Alt. Rt. Peak | Alt. Rt. Off-Pk. | Public Transp. | Comments | Field Evaluation of Current Cond. | Actions Initiated |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P: 2.0<br>S: 1.5 | 8.0 | 7.0 | - | - | 26.5 | 30.0 | - | - | Taxi | This airport handles less than 10% of the total hub air traffic. | | |
| ?<br>P: ?<br>ber: ? | 22.0 | 20.0 | 24.0 | 17.0 | 38.0 | 42.0 | 32.5 | 45.8 | Taxi<br>Limo.<br>Bus<br>Heli-copter | Study is made to enlarge airport facilities and improve access for future traffic. | Service adequate | |
| ?<br>P: ?<br>ber: ? | 35.0 | 33.0 | 43.0 | 36.0 | 38.0 | 40.0 | 28.0 | 33.4 | Taxi<br>Limo.<br>Bus | Same as Seattle CBD. | Service adequate | |
| 13.7<br>ber: 1.1 | 25.5 | 21.0 | 46.0 | 37.5 | 35.0 | 42.2 | 33.6 | 41.2 | Taxi<br>Limo.<br>Bus | Delays on the I portion of route occur due to lane drops. The airport interchange movements are heavy. Reconstr. of this interchange is being planned. State and HPR approval is required. | | Airport commission is undertaking continuous study of airport roadways and parking needs. |
| 0.5<br>?: 1.7<br>ber: 1.8 | 17.0 | 13.0 | - | - | 14.0 | 18.5 | - | - | Taxi<br>Limo.<br>Bus | Delays occur on CBD streets. Proposed rail rapid transit will provide a station in the vicinity of airport. | | |
| ?: 0.9<br>ber: 2.6 | 12.0 | 8.0 | - | - | 17.5 | 26.2 | - | - | Taxi<br>Bus | Delays occur on CBD streets. | | |
| ber: 4.0 | 8.0 | 7.0 | - | - | 30.0 | 34.0 | - | - | Taxi<br>Limo. | | | |
| ?: 6.0<br>ber: 4.0 | 25.0 | 20.0 | - | - | 24.2 | 30.3 | - | - | Taxi<br>Limo.<br>Bus | Delays occur on CBD streets. Proposed rail rapid transit will provide a station in the vicinity of the airport. | | |

(CM 6-18-68) 8

## HIGHWAY ACCESS TO AIRPORTS

### LARGE HUBS

| Hub | Airport | CBD | Distance (mi.) Maj. Rt. | Distance (mi.) Alt. Rt. | Descrip. of Maj. Rt. Miles | Av. Travel Time (min.) Maj. Rt. Peak | Av. Travel Time (min.) Maj. Rt. Off-Pk. | Av. Travel Time (min.) Alt. Rt. Peak | Av. Travel Time (min.) Alt. Rt. Off-Pk. | Travel Speed (mph) Maj. Rt. Peak | Travel Speed (mph) Maj. Rt. Off-Pk. | Travel Speed (mph) Alt. Rt. Peak | Travel Speed (mph) Alt. Rt. Off-Pk. | Public Transp. | Comments | Field Evaluat of Current Co |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Washington, D.C. | National | Silver Spring, Md. | 10.2 | 10.9 | I: 0.5<br>FAP: 7.9<br>Other: 1.8 | 36.0 | 30.0 | 16.0 | 16.0 | 17.0 | 20.4 | 41.0 | 41.0 | Taxi<br>Limo.<br>Bus | Delays occur on most of the route as local arterials are used. Alternate route is on proposed I system. Proposed rail rapid system will improve access. | |
| Washington, D.C. | Dulles Int'l. | Washington | 24.8 | 27.0 | FAP: 6.3<br>Other: 4.6<br>Airp. Access 13.9 | 52.0 | 39.0 | 50.0 | 39.0 | 28.6 | 38.2 | 32.4 | 41.5 | Taxi<br>Bus<br>Limo. | Delays due to heavy congestion around CBD. Also delays during peak periods on connections between I-495 and I-66 and on Key Bridge. Completion of I-66 will improve access. Proposed rail rapid could be extended about 3 miles to serve airport. | |
| Washington, D.C. | Dulles Int'l. | Hoss-lyn, Va. | 22.4 | 23.6 | FAP: 4.0<br>Other: 4.6<br>Airp. Access 13.8 | 40.0 | 31.0 | 22.0 | 22.0 | 33.6 | 43.4 | 64.0 | 64.0 | Taxi<br>Limo.<br>Bus | Completion of I-66 will improve access to airport. Trip will be completely on freeways. | |
| Washington, D.C. | Dulles Int'l. | Bethesda, Md. | 25.3 | - | I: 9.7<br>FAP: 2.3<br>Airp. Access 13.3 | 36.0 | 31.0 | - | - | 42.2 | 49.0 | - | - | Taxi<br>Limo. | Proposed addition of lanes on I-495 will improve travel to airport. | |
| Washington, D.C. | Dulles Int'l. | Silver Spring, Md. | 28.5 | - | I: 13.3<br>FAP: 1.9<br>Airp. Access 13.3 | 43.0 | 36.0 | - | - | 40.0 | 47.5 | - | - | Taxi<br>Limo. | Proposed addition of lanes on I-495 will improve travel to airport. | |
| Washington, D.C. | Friendship Int'l. | Washington | 32.0 | - | FAP: 8.2<br>Other 23.8 | 51.5 | 51.5 | - | - | 37.2 | 37.2 | - | - | Taxi<br>Limo.<br>Bus | Delays in D.C. CBD due to congestion. Authorized improvements on the parkway (other) will reduce travel time. Completion of I-95 in D.C. & Md. will improve travel times even more. | |

## HIGHWAY ACCESS TO AIRPORTS

### LARGE HUBS

| Av. Travel Time (min.) | | | | Travel Speed (mph) | | | | Public Transp. | Comments | Field Evaluation of Current Cond. | Actions Initiated |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Maj. Rt. | | Alt. Rt. | | Maj. Rt. | | Alt. Rt. | | | | | |
| Peak | Off-Pk. | Peak | Off-Pk. | Peak | Off-Pk. | Peak | Off-Pk. | | | | |
| 36.0 | 30.0 | 16.0 | 16.0 | 17.0 | 20.4 | 41.0 | 41.0 | Taxi Limo. Bus | Delays occur on most of the route as local arterials are used. Alternate route is on proposed I system. Proposed rail rapid system will improve access. | | |
| 52.0 | 39.0 | 30.0 | 39.0 | 26.6 | 38.2 | 32.4 | 41.5 | Taxi Bus Limo. | Delays due to heavy congestion around CBD. Also delays during peak periods on connections between I-495 and I-66 and on Key Bridge. Completion of I-66 will improve access. Proposed rail rapid could be extended about 3 miles to serve airport. | | |
| 40.0 | 31.0 | 22.0 | 22.0 | 33.6 | 43.4 | 64.0 | 64.0 | Taxi Limo. Bus | Completion of I-66 will improve access to airport. Trip will be completely on freeways. | | |
| 36.0 | 31.0 | - | - | 42.2 | 49.0 | - | - | Taxi Limo. | Proposed addition of lanes on I-495 will improve travel to airport. | | |
| 43.0 | 36.0 | - | - | 40.0 | 47.5 | - | - | Taxi Limo. | Proposed addition of lanes on I-495 will improve travel to airport. | | |
| 51.5 | 51.5 | - | - | 37.2 | 37.2 | - | - | Taxi Limo. Bus | Delays in D.C. CBD due to congestion. Authorized improvements on the parkway (other) will reduce travel time. Completion of I-95 in D.C. & Md. will improve travel times even more. | | |

(CM 6-18-68) 9

FA file
(6)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
WASHINGTON, D.C. 20591

November 30, 1967

CIRCULAR MEMORANDUM TO: Regional Federal Highway Administrators
and Division Engineers

FROM: F. C. Turner
38-30 Director of Public Roads

SUBJECT: Highway Access to Airports

Secretary Boyd has announced a program with the objective of improving access to airports, and has directed us to take action immediately to implement this program within the Federal Highway Administration. This program will include a long range study of airport access problems, as well as a plan to provide early relief to congested sections.

This memorandum relates to the immediate action phase which deals with the Federal-aid system aspects of the program as well as the identification of routes, route segments, and access points that presently cause the greatest bottlenecks on highways serving major airports. My circular memorandum dated October 18, 1966, on the subject "Ground Transportation Associated with Airports" requested that action be initiated to include representatives of both airport management and FAA on technical committees of urban transportation studies in those areas where travel to and from airports is a significant factor. Further instructions to improve the quality of long range planning relative to airport access will be issued shortly. Instructional Memorandum 21-7-67(2), dated November 8, 1967, emphasizes the importance of considerations of airport access in cities designated as pilot cities under the TOPICS program.

Enclosed is a list furnished by FAA showing selected airports broken down into large and medium hub categories and the communities to which they are most closely related. We will require a report on the ground access from the CBD (or CBD's) to the airports shown in this list, and for all other commercial airports serving urban areas of more than 50,000 population. Priority is to be given those airports included in the list provided by FAA.

Some of the airports serve more than one major city and some urban areas are served by more than one airport. The first step should be to establish the control point in the CBD (or the control points in the several CBD's)

for which information on ground travel to each airport is to be reported. As a guide, all central business districts to which limousine service is provided should be considered. Some may be eliminated if service is irregular or if the number of passengers moved is considered insignificant. On the other hand, some secondary business districts to which limousine service is not now provided may warrant inclusion. The second step should be the designation of the route (or routes) between the CBD(s) and the airport for which information is to be reported. These determinations should be made jointly by our field offices, the State highway departments, and field offices of FAA. In any event, concurrence of FAA should be obtained before additional work is started.

The report should include:

1. A map of at least 1" = 1 mile defining the corridor from the appropriate CBD(s) to the airport(s) serving the metropolitan area. This map should indicate either on its face or by overlay:

   a. The selected access route from the CBD(s) to the airport.

   b. Any significant alternate routes from the CBD(s) to the airport.

   c. The system designation for all Federal-aid routes serving the airport.

2. The following information for each selected route:

   a. The travel distance from the CBD to the airport.

   b. The peak hour traveltime from the CBD to the airport.

   c. The offpeak traveltime from the CBD to the airport.

   d. Identification of sections of the route on which significant delay is experienced, together with a description of the conditions that cause the delay (congestion, uncoordinated signals, parking, lack of access points, etc.).

3. Description of present mass transit service between the CBD(s) and the airport (limousine, bus, taxi, rail, helicopter, other). Any current proposals for improvement of mass transit service to the airport and the status of those proposals should be included.

4. Discussion of the corrective measures that might be taken to improve ground access to the airport, including an appraisal of any appropriate alternatives to highway access to the airport.

The reports for all large and medium hubs on the enclosed list should be received in this office by February 1, 1968. Reports for other urban areas of over 50,000 population should be received by April 1, 1968.

In addition, you should take the following actions:

1. If the selected route from the CBD to the airport or other major routes serving the airport are not now on a Federal-aid system, the State should initiate action to adjust the Federal-aid system to include these routes.

2. If there is a need for improved highway access to the airport, you should urge the State highway department to initiate the necessary construction or traffic operations improvements, with particular attention being given to the linkage from the airport entrance to the nearest Interstate route or arterial. Traffic operation improvements are discussed under the guidelines for the TOPICS program (IM 21-7-67).

Enclosure

## LARGE HUBS

| COMMUNITY | AIRPORT |
|---|---|
| Atlanta, Georgia | Atlanta |
| Boston, Massachusetts | Logan International |
| Chicago, Illinois | Chicago Midway |
| | Chicago O'Hare International |
| Cincinnati, Ohio | Greater Cincinnati |
| Cleveland, Ohio | Cleveland Hopkins |
| Dallas/Fort Worth | Dallas Love Field |
| | Greater Southwest International |
| Denver, Colorado | Stapleton International |
| Detroit & Ann Arbor, Michigan | Detroit Metropolitan Wayne County |
| | Willow Run |
| Houston, Texas | Wm. P. Hobby |
| Kansas City, Missouri | Municipal |
| Las Vegas, Nevada | McCarran Field |
| Los Angeles/Burbank/Long Beach, California | Lockheed Air Terminal |
| | Long Beach Airport |
| | Los Angeles International |
| | Santa Ana - Orange County |
| | Palmdale - Fox |
| Miami/Fort Lauderdale, Florida | Fort Lauderdale-Hollywood Int. |
| | Miami International |
| Minneapolis/Saint Paul, Minnesota | Minneapolis/Saint Paul International |
| New Orleans, Louisiana | New Orleans International |
| New York/Newark | John F. Kennedy International |
| | LaGuardia |
| | Newark |
| | Long Island-MacArthur (Islip) |
| | Westchester County (White Plains) |
| Philadelphia, Pa./Camden, New Jersey | Philadelphia International |
| Pittsburgh, Pa. | Greater Pittsburgh |
| San Francisco, California | San Francisco International |
| | Metropolitan Oakland International |
| Seattle/Tacoma, Washington | Seattle/Tacoma International |
| | Boeing Field |
| | Tacoma Industrial |
| Saint Louis, Missouri | Lambert-Saint Louis |
| Washington, D.C. | Dulles International |
| | Washington International |

## MEDIUM HUBS

| COMMUNITY | AIRPORT |
|---|---|
| Albany, New York | Albany County |
| Albuquerque, New Mexico | Albuquerque Sunport |
| Baltimore, Maryland | Friendship International |
| Birmingham, Alabama | Municipal |
| Buffalo/Niagara Falls, New York | Greater Buffalo International |
| Charlotte, North Carolina | Douglas Municipal |
| Columbus, Ohio | Port Columbus International |
| Dayton, Ohio | James M Cox Dayton Municipal |
| Des Moines, Iowa | Municipal |
| El Paso, Texas | El Paso International |
| Hartford, Connecticut/Springfield, Massachusetts | Bradley Field (Windsor Locks) |
| Indianapolis, Indiana | Indianapolis Municipal |
| Jacksonville, Florida | Thomas Cole Imeson |
| Knoxville, Tennessee | McGhee -Tyson |
| Louisville, Kentucky | Standiford Field |
| Memphis, Tennessee | Memphis Metropolitan |
| Milwaukee, Wisconsin | General Mitchell Field |
| Nashville, Tennessee | Metropolitan |
| Norfolk, Virginia | Norfolk Municipal |
| Oklahoma City, Oklahoma | Will Rogers World |
| Omaha, Nebraska | Eppley Airfield |
| Orlando, Florida | McCoy AFB |
| | Herndon |
| Phoenix, Arizona | Phoenix Sky Harbor Municipal |
| Portland, Oregon | Portland, Oregon |
| Providence, Rhode Island | Theodore Francis Green |
| Raleigh/Durham, North Carolina | Raleigh - Durham |
| Rochester, New York | Rochester - Monroe County |
| Sacramento, California | Municipal |
| | Sacramento County Metropolitan |
| Salt Lake City, Utah | Salt Lake City Municipal #1 |
| San Antonio, Texas | San Antonio International |
| San Diego, California | San Diego International |
| Syracuse, New York | Clarence E. Hancock |
| Tampa/Saint Petersburg/Clearwater, Florida | Tampa International |
| Tulsa, Oklahoma | Tulsa International Airport |

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OREGON DIVISION

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21 (12-67)
STATES GOVERNMENT

# Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO: Mr. George M. Baldwin, Administrator of Hwys
Salem, Oregon

DATE: June 7, 1972

In reply refer to: 10-35-EC

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)302, Columbia River Bridge

Enclosed is a copy of a stipulation (without attachments) and supplement thereto, entered into by the Port of Portland and the plaintiffs in the Citizens Committee for the Columbia River v. Resor suit concerning dredging and placement of dredge material in the Columbia River.

Enclosure
Stipulation, w/supplement

NOTED
TOM EDWARDS

RECEIVED
JUN 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

LAW OFFICES
WOOD, WOOD, TATUM, MOSSER & BROOKE

...OD
...WOOD
...TATUM
...MOSSER
...BROOKE
...D. HOLDEN
...LD M. MORGAN
...ER G. VOORHIES
...UL N. WONACOTT
...EDERICK C. RUSINA

15TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204

TELEPHONE (503) 224-5430
CABLE: LINWOOD

September 28, 1970

Mr. Marvin B. Durning
Cary, Durning, Prince & Smith
1400 Fourth Avenue
Seattle, Washington 98101

Re: Citizens Committee for the Columbia River v. Stanley S. Resor, et al
Civil No. 69-498

Dear Mr. Durning:

You have called our attention to an inadvertent omission in the Stipulation we entered into under date of September 18, 1970. One sentence was omitted from the provisions of Paragraph V of this Stipulation.

Rather than amend the Stipulation which has now been forwarded to the United States Attorney, we have agreed that this letter will suffice in outlining the agreement of the Port.

So far as the Port is concerned it agrees that paragraph V of the Stipulation shall read as follows:

> "The Port of Portland will by letter attached hereto as Exhibit C apply to the Corps of Engineers for an extension of time to the permit. During the period until final disposition of the litigation (as defined in Paragraph II.above) the Port will confine its dredging under Exhibit A to the "borrow area" marked in outline on Exhibit B hereto to a depth not to exceed -19 feet CRD and will not damage or change any vegetation on any of the islands within the area of the permit except as necessary to carry out the dredging in the agreed "Borrow Area". None of the

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SEP 29 1970
U. S. ATTORNEY
PORTLAND, ORE.

dredged materials will be placed in the Columbia River nor on any of the islands of the Columbia River."

This revision of Paragraph V will be subject to all the remaining terms and conditions of the Stipulation.

Very truly yours,

Lyston L. Tatum

LLT:fbg

cc: Mr. Jack B. Collins
First Assistant U.S. Attorney

ED STATES GOVERNMENT

# Memorandum

DEPARTMENT OF JUSTICE

TO : Mr. Irwin L. Schroeder
Land and Natural Resources Division
Department of Justice
Washington, D. C. 20530

DATE: September 23, 1970

Dept. Ref. DRW:ILS 90-1-4-195
9:vms

FROM : SIDNEY I. LEZAK, United States Attorney
JACK G. COLLINS, Assistant U.S. Attorney
Box 71, U.S. Courthouse, Portland, Ore.

SUBJECT: Citizens Committee for the Columbia River v. Resor, et al., Civil No. 69-498; USDC Oregon

Enclosed please find copy of Stipulation and attachments and cover letter of attorneys for the Port of Portland dated September 22, 1970, all relating to an agreement between plaintiffs and the Port of Portland respecting a proposed request by the Port to the Corps of Engineers for an extension of permit of August 5, 1969.

We request authority to sign this form of Stipulation as requested by the Port of Portland and the plaintiffs. This Stipulation would not impose any duties upon Government defendants and does not prejudice or prejudge or in any way suggest what action the Corps of Engineers may take in granting or denying the proposed request for an extension of the permit of August 5, 1969. In my opinion, my execution of the Stipulation will have no adverse effect upon the impending litigation and will, in fact, permit a more orderly disposition of it. If the Department has no objection I will sign the Stipulation and return it to the Port of Portland which will file it with the Court. Please advise.

Encls.

cc's listed on page 2 (w/encls.)

cc: Reis 9/28/70
w/Stip. only

Land and Natural Resources Division
Department of Justice
Washington, D. C. 20530
Attention: Irwin L. Schroeder
[Dept. Reference: DRW:ILS 90-1-4-195]

Robert E. Jordan III
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Office of the General Counsel
Department of the Army
Washington, D. C. 20310

Jeffrey N. Shane
Office of the General Counsel
U. S. Department of Transportation
Washington, D. C. 20590

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Lofton L. Tatum
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1505 Standard Plaza
Portland, Oregon 97204

IN THE UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

CITIZENS COMMITTEE FOR THE COLUMBIA RIVER; SIERRA CLUB; WASHINGTON STATE SPORTSMEN'S COUNCIL, INC.; ASSOCIATION OF NORTHWEST STEELHEADERS; and WASHINGTON ENVIRONMENTAL COUNCIL,

Plaintiffs,

vs.

STANLEY S. RESOR, Secretary of the Army of the United States; FREDERICK J. CLARKE, Chief of Engineers, Corps of Engineers of the U. S. Army; PAUL D. TRIEM, District Engineer, Portland District, Corps of Engineers of the U. S. Army; JOHN VOLPE, Secretary of Transportation of the United States; and WALTER F. HICKEL, Secretary of the Interior of the United States,

Defendants,

and

THE PORT OF PORTLAND, a municipal corporation,

Intervener-Defendant.

CIVIL NO. 69-498

STIPULATION

The parties hereto through their respective counsel stipulate and agree as follows:

I

A Pre-Trial Order in this matter is to be filed on October 20, 1970, with trial to follow, on certain segregated issues. There may or may not be trial of the remainder of plaintiffs' claims. One or more parties may appeal the decision or decisions of the trial court. Several years may elapse before final disposition of

WOOD, WOOD, TATUM, MOSSER & BROOKE
15TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 224-5430

IN THE UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

| | |
|---|---|
| CITIZENS COMMITTEE FOR THE COLUMBIA RIVER; SIERRA CLUB; WASHINGTON STATE SPORTSMEN'S COUNCIL, INC.; ASSOCIATION OF NORTHWEST STEELHEADERS; and WASHINGTON ENVIRONMENTAL COUNCIL,<br><br>Plaintiffs,<br><br>vs.<br><br>STANLEY S. RESOR, Secretary of the Army of the United States; FREDERICK J. CLARKE, Chief of Engineers, Corps of Engineers of the U. S. Army; PAUL D. TRIEM, District Engineer, Portland District, Corps of Engineers of the U. S. Army; JOHN VOLPE, Secretary of Transportation of the United States; and WALTER F. HICKEL, Secretary of the Interior of the United States,<br><br>Defendants,<br><br>and<br><br>THE PORT OF PORTLAND, a municipal corporation,<br><br>Intervener-Defendant. | CIVIL NO. 69-498<br><br>STIPULATION |

The parties hereto through their respective counsel stipulate and agree as follows:

I

A Pre-Trial Order in this matter is to be filed on October 20, 1970, with trial to follow, on certain segregated issues. There may or may not be trial of the remainder of plaintiffs' claims. One or more parties may appeal the decision or decisions of the trial court. Several years may elapse before final disposition of

WOOD, WOOD, TATUM, MOSSER & BROOKE
15TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 224-3430

this matter.

II

As used in this agreement, "final disposition" of this matter means the entry of the last order by the last court having jurisdiction of it.

III

Exhibit A attached hereto and made a part hereof is a true copy of permit NPPND-WM-P 1507-27 (Columbia River Dredging) -166 issued to The Port of Portland on 5 August 1969 for work in the Columbia River between River miles 110.1 and 117.5, the lawfulness of which is one of the matters in dispute in this action. Exhibit A is referred to hereinafter as "the permit".

IV

Exhibit B attached hereto and made a part hereof is a portion of an aerial photograph of the Columbia River on which has been marked in outline a Borrow Area. Exhibit B has been prepared by The Port of Portland in consultation with the Portland District Engineer's office of the Corps of Engineers. The Port of Portland represents to plaintiffs that the Borrow Area delineated lies entirely within the area authorized to be dredged by the permit, both as to location and depth, and in all other respects. Plaintiffs reserve the right to contest this representation if aspects of this action other than the issues segregated for trial should be tried.

V

The Port of Portland will by letter attached hereto as Exhibit C apply to the Corps of Engineers for an extension of time to the permit. During the period until the final disposition of the litigation (as defined in paragraph II above) the Port will confine its dredging under Exhibit A to the "Borrow Area" marked in outline on Exhibit B hereto to a depth not to exceed -19 feet CRD and will not damage or change any vegetation on any of the islands within

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PORTLAND, OREGON 97204
TELEPHONE 224-5430

the area of the permit except as necessary to carry out the dredging in the agreed "Borrow Area".

VI

Plaintiffs do not and will not object to the Corps of Engineers granting time extensions of the permit as follows:

(1) The completion date of the work set by standard condition (r) of the permit be extended to 3.5 years from the July 1 following the final disposition of this matter.

(2) Special Condition (2) of the permit not to become applicable until after final disposition of this matter.

(3) The time for completion of planting and other landscape work required by Special Condition (6) be extended to three (3) years after final disposition of this matter.

VII

The defendants have had and have notice that plaintiffs oppose any plan for the development of Portland International Airport or for highways or bridges, which includes filling in the Columbia River or dredging up or otherwise substantially altering its islands. Nothing in this agreement shall be interpreted as an agreement by plaintiffs to any work performed or to be performed at or near Portland International Airport so as to prejudice plaintiffs' rights to prevent changes in the river which they oppose. Specifically, but not exclusively, The Port of Portland has notice that if it has expended or expends funds at or near Portland International Airport, it does so at its own risk, and no laches or other disadvantage to plaintiffs' position shall occur from their having made this agreement.

VIII

The parties are aware that there is other litigation now pending in this court regarding ownership of Sand (Tri-Club) Island, and that claims are made by private parties, by the State of Washington, and perhaps by others to the islands, waters, beds, bars,

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WOOD, WOOD, TATUM, MOSSER & BROOKE
15TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 224-8430

minerals, or other aspects of the river. Nothing in this stipulation shall be interpreted in any way for or against the claims of any party with respect to the river, its islands, waters, beds, bars, minerals, or other aspects of the river.

IX

Nothing in this stipulation shall be deemed to involve plaintiffs in any way in liability to any party for any damages which have resulted or may result from the actions of The Port of Portland and other defendants pursuant to the permit or this stipulation, nor prejudice the rights of plaintiffs or defendants or intervening defendant pending final disposition of this action.

X

It is agreed that this stipulation constitutes a contract between the plaintiffs and The Port of Portland. The Port will not object to the jurisdiction or venue of the United States District Court for the District of Oregon for the enforcement of such contract. This is without prejudice to any rights of enforcement in the above entitled action.

XI

In the event the Corps of Engineers does not grant an extension of the permit as requested by the Port in the letter attached hereto as Exhibit C, this stipulation shall be null and void.

Done this 18th day of September, 1970.

United States Attorney for the District of Oregon, for the United States Government defendants

By _____

Wood, Wood, Tatum, Mosser & Brooke, Attorneys for intervener-defendant, The Port of Portland

By Leighton L. Tatum

Cary, Durning, Prince & Smith
Attorneys for plaintiffs

By Marion B. Durning

WOOD, WOOD, TATUM, MOSSER & BROOKE
18TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 224-8450

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Nothing in this stipulation shall be deemed to involve plaintiffs in any way in liability to any party for any damages which have resulted or may result from the actions of The Port of Portland and other defendants pursuant to the permit or this stipulation, nor prejudice the rights of plaintiffs or defendants or intervening defendant pending final disposition of this action.

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United States Attorney for the
District of Oregon, for the United
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By _____

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Attorneys for intervener-defendant,
The Port of Portland

Leaston L. Tatum

By _____

Cary, Durning, Prince & Smith
Attorneys for plaintiffs

By Norman B. Durning

WOOD, WOOD, TATUM, MOSSER & BROOKE
1ST FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 224-5430

8905

RECEIVED
MAY 1[illegible] 1972
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

# Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
ATTN: A. E. Johnson

DATE: May 11, 1972

In reply refer to: 10-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

5-15-72

SUBJECT: Oregon Project I-205-7(2)302
Preliminary Pier Plans
Columbia River Bridge

Comments from our Washington office have been received on your March 22, 1972 submission. These comments are outlined below for your consideration.

"Hydraulics

The proposed pier shape appears to be the same as Scheme D in your memorandum of August 13, 1971. As noted in our memorandum of August 20, 1971, that shape should be acceptable even though the river attack angle may vary from zero degrees.

It is hoped that further consideration is being given to evaluation of the riprap design based on existing installations, as we previously suggested.

"Structural

We note that the fillet of the pier capital has a feather edge at its intersection with the superstructure. If the joint at the pier and the superstructure is a construction joint, we question the reliability of maintaining this feather edge of the fillet. We would suggest that this feather edge be blunted or truncated."

We expect the consultant has considered and adopted placing the piers below the scour line eliminating the need for riprap. If this is not the case we would like to know.

Please have your consultant furnish the footing elevation of the piers and the tip elevation of the piles. We would like to review this information soon.

NOTED
JOM EDWARDS

RECEIVED
MAY 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

8405

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 27, 1972

TO L. H. Young
Program Engineer
B U I L D I N G

FROM R. W. Ellison
R. W. Ellison
Bridge Administration Engineer

SUBJECT Columbia River Bridge
I-205
Bridge No. 9555

NOTED
A. E. JOHNSON

In accord with your recent request attached are six copies of a sketch indicating general cost breakdowns and six copies of a listing of estimated quarterly conctract payments for the Oregon portion of the subject structure.

The sketch also shows a breakpoint which would allow constructing this project under two separate contracts. One contract would be for construction in the water and the other would be for construction on the Washington shore.

RWE/ag
Attachs.

cc A. E. Johnson w/attach.
W. J. Hart w/attach.
L. L. Wallace w/attach.
J. H. Wood

RECEIVED
MAY 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Columbia River (I-205) Br. Mult.

Wood April 18, 1972 9555

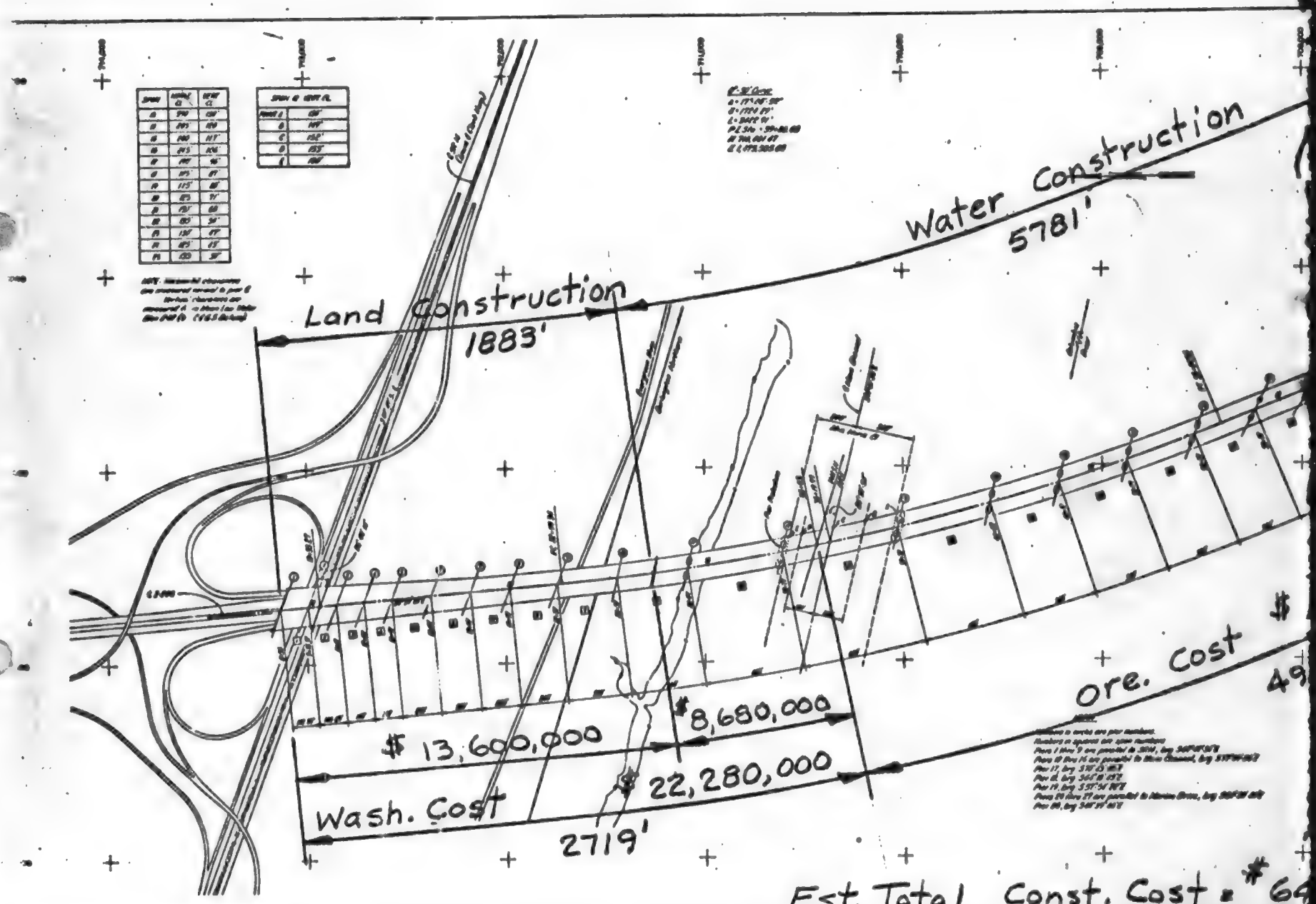
| YEAR | QTR. | EST. CONST. COST |
|---|---|---|
| 1973 | 1 | |
| | 2 | $ 2,000,000 |
| | 3 | 2,000,000 |
| | 4 | 2,000,000 |
| 1974 | 1 | 2,000,000 |
| | 2 | 3,100,000 |
| | 3 | 3,100,000 |
| | 4 | 5,000,000 |
| 1975 | 1 | 6,000,000 |
| | 2 | 4,000,000 |
| | 3 | 4,000,000 |
| | 4 | 4,000,000 |
| 1976 | 1 | 4,300,000 |
| | 2 | 415,000 |
| | 3 | 415,000 |
| | 4 | |

Substructure $15,900,000

Superstructure $25,300,000

Misc. $1,130,000

Estimated Oregon Construction Cost = $42,330,000


Water Construction
5781'
Land Construction
1883'
$ 13,600,000
$ 8,680,000
$ 22,280,000
Wash. Cost
2719'
ore. Cost $
49
Est. Total Const. Cost = $ 64

Water Construction
5781'

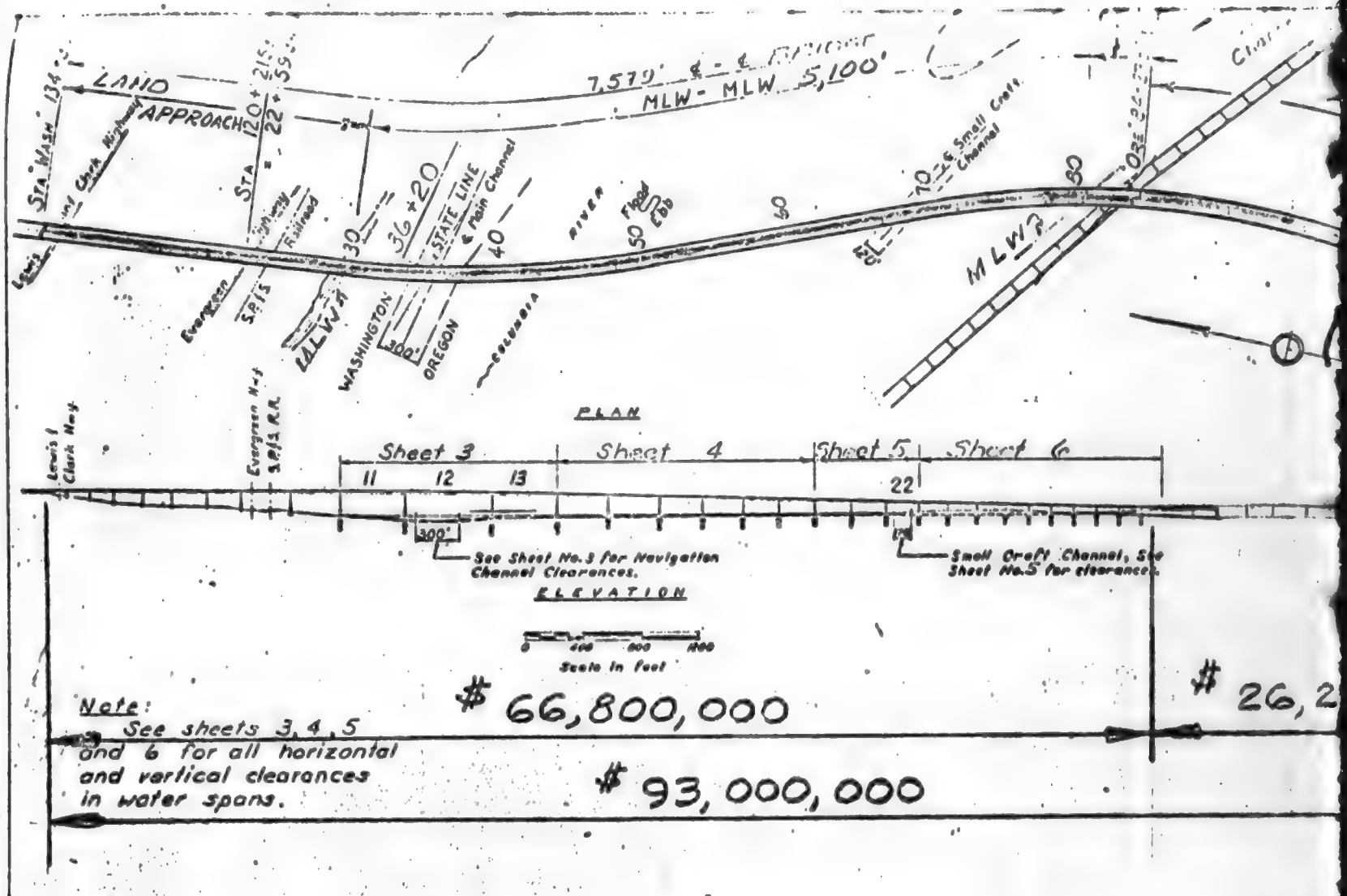
ore. Cost $ 42,530,000
4945'

Est. Total Const. Cost = $ 64,610,000

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

I-205
COLUMBIA RIVER BRIDGE
NO. 9555

OCT. 1971 SCALE: 1"=200'




RECEIVED
APR 1 1970
FOR FILING

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OV
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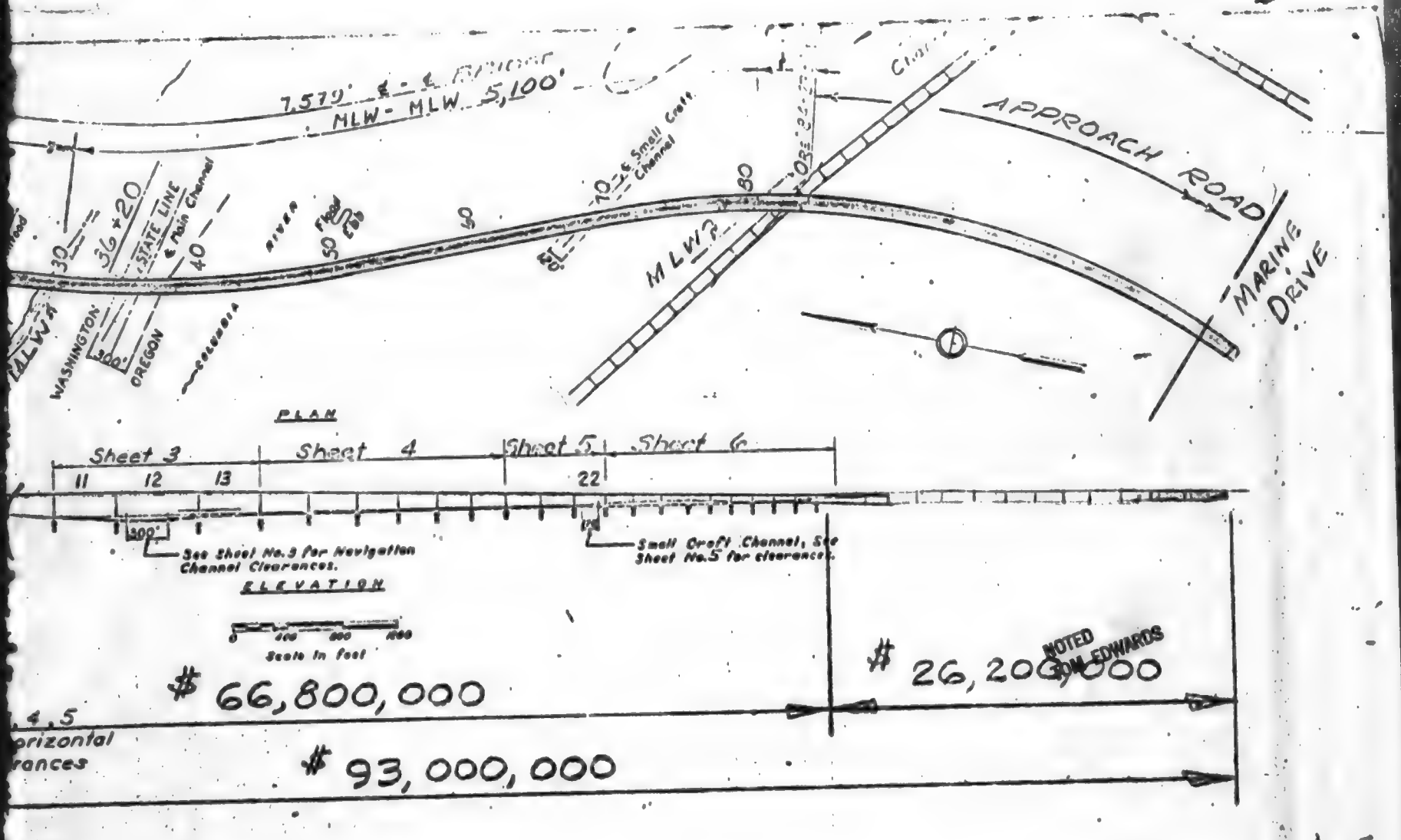
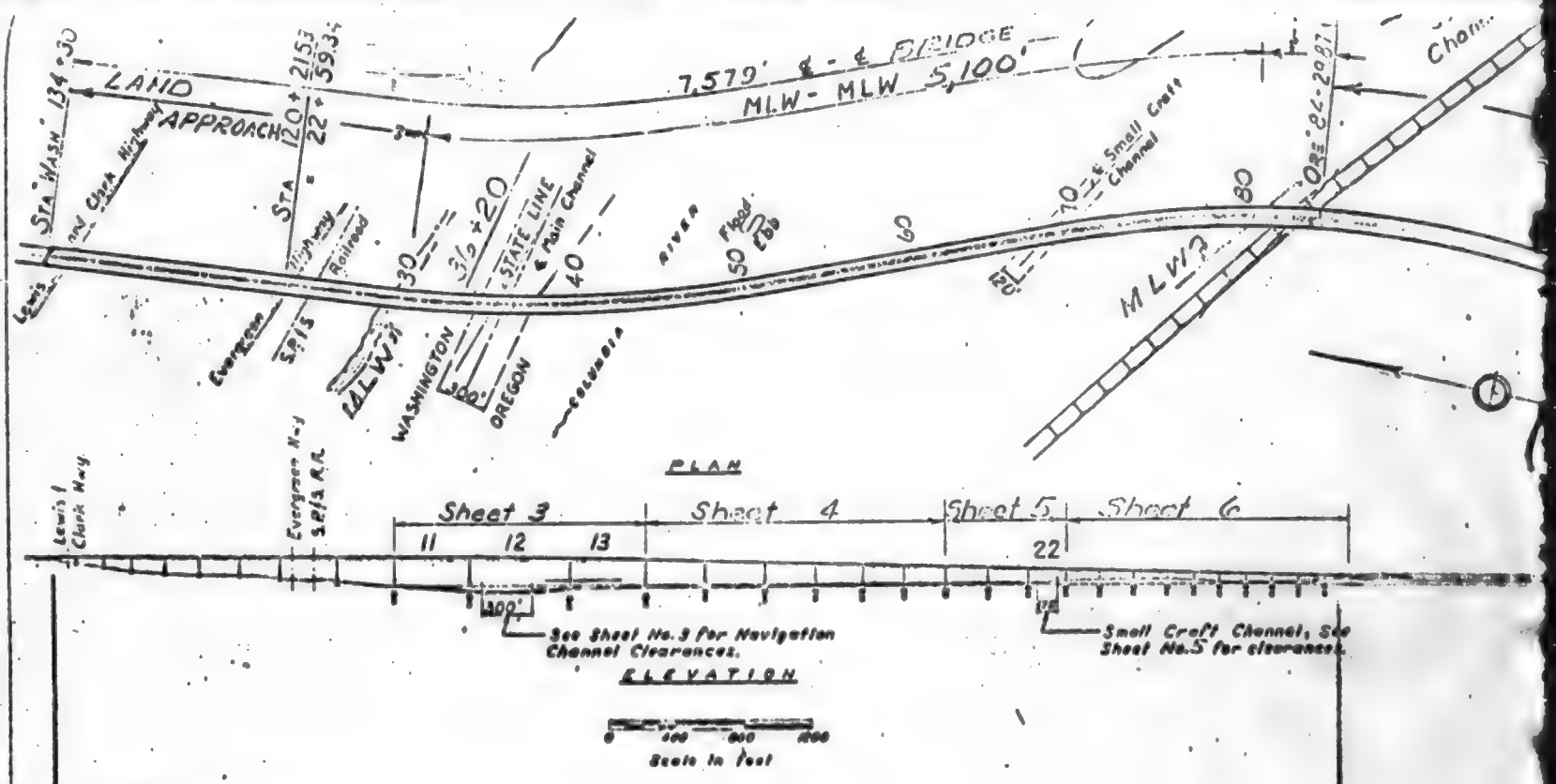
NE
PORTLAND
MULTNOMA
APPLICA
OREGON STATE HI
NOVEMBER 21, 1969

Ex B 2




PROPOSED BRIDGE
OVER
COLUMBIA RIVER
NEAR
PORTLAND, OREGON
MULTNOMAH COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
NOVEMBER 21, 1969 SHEET 2 OF 6




Note:
See sheets 3, 4, 5 and 6 for all horizontal and vertical clearances in water spans.

$66,800,000

Grade &
$1,700,

Total $68,500,000

PROPOSE
O
COLUMBIA
NO
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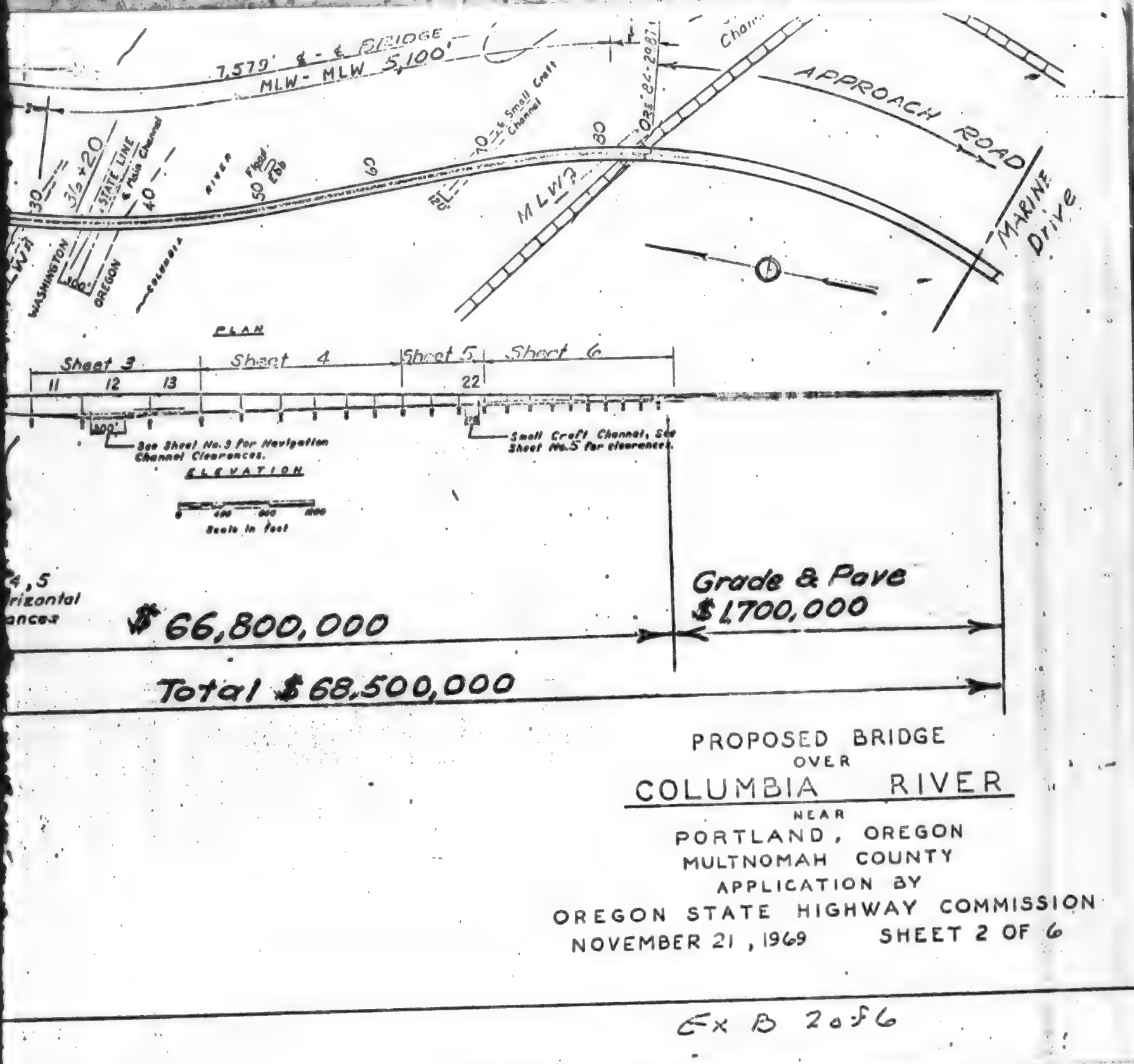
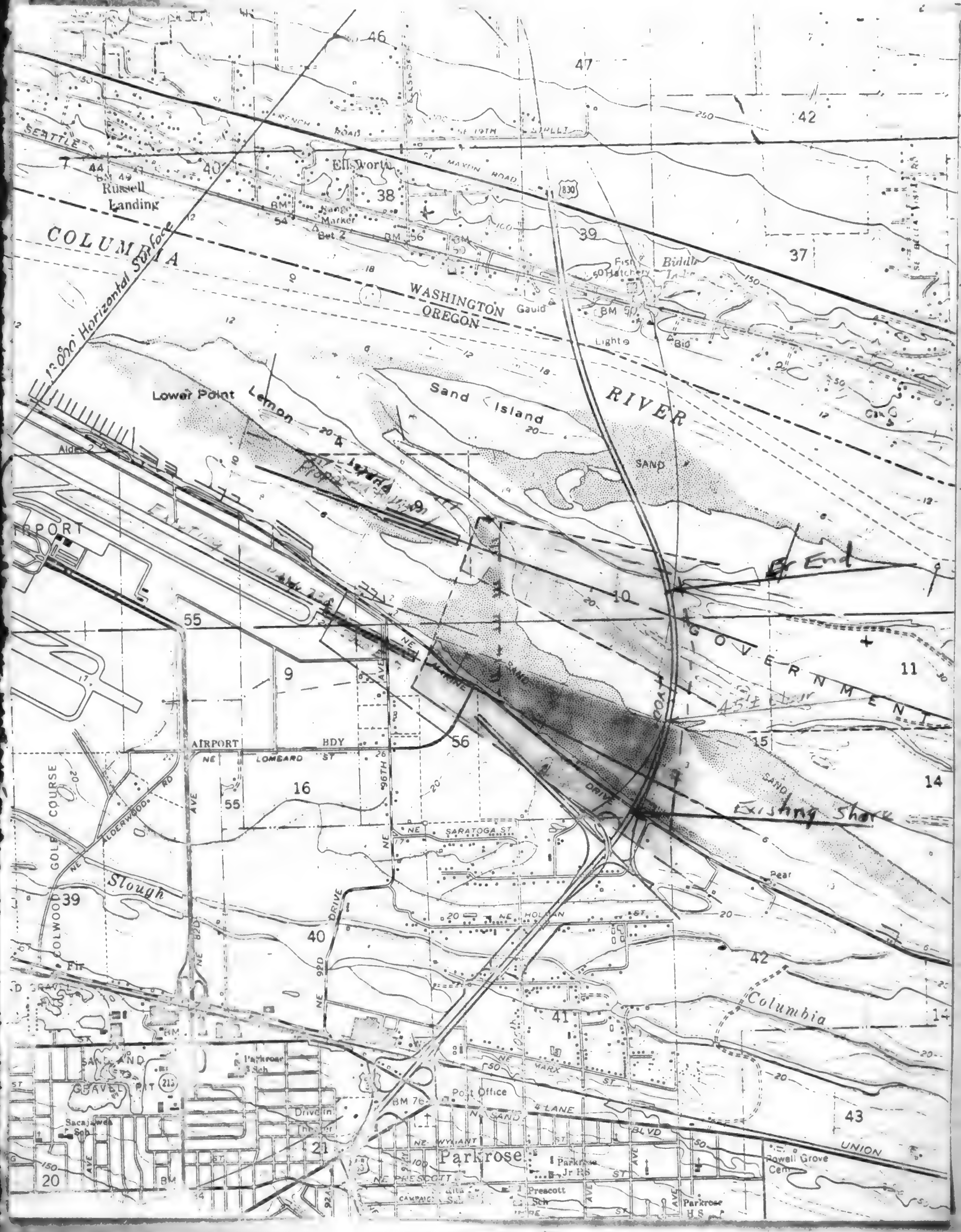
MULTNOMA
APPLICA
OREGON STATE H
NOVEMBER 21, 1969

Ex B 2




PROPOSED BRIDGE
OVER
COLUMBIA RIVER
NEAR
PORTLAND, OREGON
MULTNOMAH COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
NOVEMBER 21, 1969 SHEET 2 OF 6

Ex B 2 of 6


SEATTLE
Russell Landing
Ellsworth
COLUMBIA
WASHINGTON
OREGON
Gauld
Fish Hatchery
Biddle Lake
Light
Bio
Lower Point Lemon
Sand Island
RIVER
SAND
Island
AIRPORT
AIRPORT BDY
NE LOMBARD ST
NE 96TH AVE
NE SARATOGA ST
NE HOLMAN ST
NE MARX ST
NE PRESCOTT
NE WYGANT
NE 92ND AVE
NE 98TH DRIVE
ALDERWOOD RD
COLWOOD GOLF COURSE
Slough
Columbia
Parkrose
Parkrose Jr HS
Parkrose H.S
Prescott Sch
Post Office
Drive-in
GRAVEL PIT
Sacajawea Sch
Powell Grove Cem
UNION
GOVERNMENT
Existing Shore
End
Pear
Fir
BM 76
BM 54
BM 56
BM 50
BM 49
Range Marker
Aid 2
Aid 4
Aid 9
Aid 10
Aid 11
Aid 14
Aid 15
Aid 16
Aid 21
Aid 39
Aid 40
Aid 41
Aid 42
Aid 43
Aid 55
Aid 56
12,000 Horizontal Surface

CLARK CO
MULTNOMAH CO
Lieser Pt
Russell Landing
COLUMBIA
WASHINGTON
OREGON
13,000 Horizontal Surface
Water
Light
NE MARINE DRIVE
Curb
New 2
Lower Point Lemon
Sand Island
RIVER
PORTLAND
AIRPORT
INTERNATIONAL
R.P.
AIRPORT WAY
elev 250'
PORTLAND AIR FORCE BASE
(BM 23)
BROADMOOR GOLF COURSE
Columbia Slough
GOLF COURSE
ALDERWOOD RD
AIRPORT BDY
NE LOMBARD ST
NE SARATOGA ST
NE 96TH AVE
NE 82D DRIVE
Whitaker Sch
NE COLUMBIA BLVD
NE PORTLAND HWY
UNION PACIFIC
SAND AND GRAVEL
NE KILLINGSWORTH ST
NE SIMPSON ST
Parkrose Sch
Office
Fish Lake
Piddle Lake
BM 17
BM 22
BM 23
BM 42
BM 54
BM 56
BM 57
BM 58
BM 59
BM 60
BM 61
BM 62
BM 63
BM 64
BM 65
BM 66
BM 67
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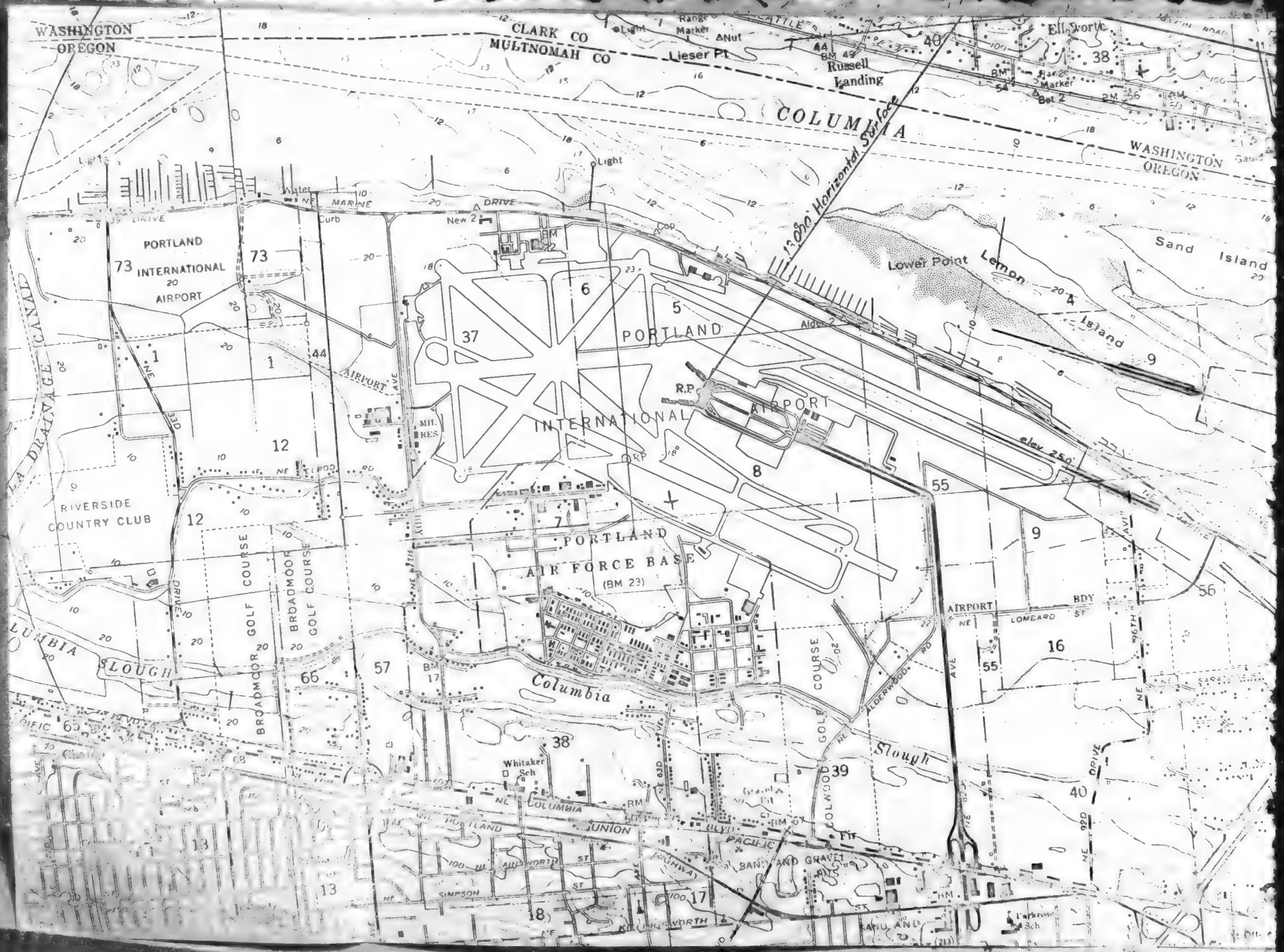
WASHINGTON
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CLARK CO
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Lieser Pt
Range Marker
ANut
Russell Landing
Ellsworth
COLUMBIA
WASHINGTON
OREGON
13,000 Horizontal Surface
Light
Water
MARINE DRIVE
Curb
New 2
PORTLAND INTERNATIONAL AIRPORT
73
20
Lower Point Lemon
Island
Sand Island
6
5
37
PORTLAND
AIRPORT
INTERNATIONAL
R.P.
elev 25
1
44
AIRPORT AVE
MIL. RES
12
RIVERSIDE COUNTRY CLUB
BROADMOOR GOLF COURSE
8
55
9
7
PORTLAND AIR FORCE BASE
(BM 23)
AIRPORT BDY
LOMBARD ST
16
56
57
66
65
BM 17
Columbia Slough
38
39
40
Whitaker Sch
NE COLUMBIA BLVD
PORTLAND
UNION PACIFIC
SAND AND GRAVEL
SIMPSON
13
18
17
10
Parkrose Sch
ALDERWOOD RD
GOLF COURSE

Klabee Pettinger v Port of Portland

4-7-72

III

PLAINTIFFS' CONTENTIONS

A. Plaintiffs make the following contentions as to facts:

1. Government defendants have taken the following specific identified federal agency actions with respect to the proposed expansion of Portland International Airport into the Columbia River, the Interstate 205 bridge and Interstate 205 highway in the vicinity of the proposed expansion:

a. I-205 Highway - On March 7, 1966, the Federal Highway Administration gave its "corridor approval" for Interstate 205.

b. Airport - On February 14, 1969, Fred S. McKnight, Chief, Air Traffic Branch, SEA-500 Oregon and Washington, Federal Aviation Administration, made a "Determination of Airspace Use" by which he determined "that there is no objection by the Federal Aviation Administration from the standpoint of safe and efficient use of airspace to the construction of two new parallel runways, 9R/27L and 9L/27R, at the Portland International Airport as proposed by the Port of Portland." (Aeronautical Study No. 68-SEA-38-NRF Determination of Airspace Use, dated 14 Feb. 1969).

c. Airport - On April 18, 1969, Fred S. McKnight, Chief, Air Traffic Branch, SEA-500 Oregon and Washington, made a "Determination of No Hazard to Air Navigation" by which he determined that the proposed six lane interstate freeway (I-205) and bridge would not be a hazard to air navigation provided that the bridge is obstruction lighted in accordance with the standards outlined in FAA Advisory Circular No. 70/7460-1.

d. Airport - On May 19, 1969, Undersecretary of the Interior Russell E. Train wrote to Brigadier General F. P. Koisch, Director of Civil Works, Office of the Chief of Engineers, U. S. Depart-

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LAW OFFICES OF
DURNING, PRINCE & SMITH
1411 FOURTH AVENUE
SEATTLE, WASHINGTON 98101
MAIN 4-0901

permit.

e. Airport - On July 11, 1969, Secretary of Transportation John Volpe "approved the expansion of Portland International Airport, partially on fill in the Columbia River", announcing his approval in a Department of Transportation News Release (DOT-17169) dated July 11, 1969. According to the Affidavit of Michael Cafferty, Deputy Assistant Secretary of Transportation for Environment and Urban Systems, the Secretary's substantive reasons for granting approval to the airport expansion are set forth in letters sent by him on June 30, 1969, to Representative Julia Butler Hansen, and Senators Warren G. Magnuson and Henry M. Jackson.

f. Airport - On August 5, 1969, Robert E. Jordan III, Special Assistant (Civil Functions) to the Secretary of the Army, on behalf of the Secretary, approved the application of the Port of Portland for a permit to dredge and fill in the Columbia River and transmitted his approval to the Chief of Engineers. This approval was telephoned to the Portland District Engineer by the Office of the Chief of Engineers and the permit was issued to the Port of Portland by the District Engineer that same day.

g. Airport - On 23 December 1969 the Federal Aviation Administration approved the new Airport Layout Plan for Portland International Airport based on the expansion into the river. The approval was conditional, subject to receipt of approval from the Columbia Region Association of Governments (CRAG). Acknowledgment of receipt of the CRAG approval was sent by the FAA on 13 February 1970.

h. I-205 Highway - On February 18, 1970, Secretary Volpe made a section 4(f) determination regarding the Interstate 205 highway crossing over Government Island and adjacent islands by concurring in such a determination sent to him by the Federal Highway Administration in a memo dated January 7, 1970.

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LAW OFFICES OF
DURNING, PRINCE & SMITH
1411 FOURTH AVENUE
SEATTLE, WASHINGTON 98101
MAin 4-8901

i. I-205 Bridge - On May 15, 1970, Secretary Volpe made a section 4(f) determination regarding the proposed I-205 bridge across the Columbia River by concurring in a memorandum dated 28 April 1970 sent to him by the Commandant of the Coast Guard.

j. I-205 Bridge - On 20 May 1970, the Coast Guard granted a permit for the I-205 bridge across the Columbia River to the Oregon State Highway Department.

k. Airport - On 16 September 1970 Colonel Paul D. Triem, Portland District Engineer, Corps of Engineers "accepted" (i.e., approved) the landscape plans and descriptive narrative submitted by the Port of Portland as fulfilling Special Condition (6) of the permit of August 5, 1969, and, although not requested by the Port, "granted [the Port's] request for a change of plans" from two navigation entrances to Columbia Bay to one.

l. Airport - On 10 December 1970, Colonel Paul D. Triem agreed to extend the time for completion of work under the permit, and certain other extensions per the terms of a stipulation between the parties filed in Court.

This agency action by the Corps of Engineers is not challenged by plaintiffs.

m. Airport - On September 17, 1971, the Federal Aviation Administration approved a revised Airport Layout Plan for Portland International Airport based on the expansion into the river.

n. I-205 Highway and I-205 Bridge - On January 27, 1971, the Federal Highway Administration gave its "design approval" to the Oregon portion of I-205 Highway and the I-205 Bridge.

2. To accomplish the works purportedly authorized by the Corps of Engineers permit of August 5, 1969, the Port of Portland would dredge up and destroy or cover up with fill material and destroy all or major portions of Sand Island, Government Island and Lemon Island.

3. The proposed airport expansion will cost more than

across the Columbia River by concurring in a memorandum dated 28 April 1970 sent to him by the Commandant of the Coast Guard.

j. I-205 Bridge - On 20 May 1970, the Coast Guard granted a permit for the I-205 bridge across the Columbia River to the Oregon State Highway Department.

k: Airport - On 16 September 1970 Colonel Paul D. Triem, Portland District Engineer, Corps of Engineers "accepted" (i.e., approved) the landscape plans and descriptive narrative submitted by the Port of Portland as fulfilling Special Condition (6) of the permit of August 5, 1969, and, although not requested by the Port, "granted [the Port's] request for a change of plans" from two navigation entrances to Columbia Bay to one.

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3. The proposed airport expansion will cost more than

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$100 million.

4. The proposed airport expansion, together with the Interstate 205 highway and Interstate 205 bridge in the vicinity of the airport, will cost between $100 million and $200 million.

5. The proposed airport expansion is planned to accommodate on a single airport domestic and international commercial air carriers, cargo aircraft, general aviation and military aviation, with surrounding areas for industrial development and a large marina in the proposed Columbia Bay.

6. The proposed airport expansion was proposed in 1967 and 1968 when air travel throughout the United States and at Portland International Airport was increasing.

7. In 1970 there was a decline in air travel in the United States and at Portland International Airport, and subsequent years have been far below the levels forecast in 1968.

8. In 1970 the Port of Portland Commission discussed starting dredging under its Corps of Engineers permit with the expectation of being enjoined by the Court so that The Port would not have to go further with the proposed airport expansion at that time, but would have a reason for an extension of the time limit of the Corps of Engineers permit.

9. All of the challenged federal agency actions were taken by the Secretary of the Army; Chief of Engineers, United States Army; Secretary of the Interior, Secretary of Transportation, or by subordinate officials within their departments acting, or purporting to act, under authority delegated to them by the Secretary of the Department or by independent authority of statute.

10. No environmental impact statement, as provided for in § 102 of the National Environmental Policy Act, has been prepared for the proposed airport expansion of Portland International Airport.

4. The proposed airport expansion, [illegible] state 205 highway and Interstate 205 bridge in the vicinity of the airport, will cost between $100 million and $200 million.

5. The proposed airport expansion is planned to accommodate on a single airport domestic and international commercial air carriers, cargo aircraft, general aviation and military aviation, with surrounding areas for industrial development and a large marina in the proposed Columbia Bay.

6. The proposed airport expansion was proposed in 1967 and 1968 when air travel throughout the United States and at Portland International Airport was increasing.

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11. No environmental impact statement, as provided for in § 102 of the National Environmental Policy Act, has been prepared for the proposed Interstate 205 highway.

12. No environmental impact statement, as provided for in § 102 of the National Environmental Policy Act, has been prepared for the proposed Interstate 205 bridge across the Columbia River.

13. The Fort Vancouver National Monument at Vancouver, Washington, is listed on the National Register of Historic Sites maintained under the National Historic Preservation Act of 1966 (16 USC § 470, et seq.).

14. The proposed expansion of Portland International Airport into the Columbia River, the Interstate 205 highway and the Interstate 205 bridge in the vicinity f the airport, taken together or individually, will detrimentally affect the Fort Vancouver National Monument by noise, air pollution, water pollution, erosion, change of visual outlook from the Monument, and in other ways.

15. None of the heads of the federal agencies taking the challenged agency actions took into account (prior to taking their respective actions) the effect of the proposed airport expansion of Interstate 205 highway or Interstate 205 bridge, together or individually, on the Fort Vancouver National Monument.

16. Prior to taking their respective actions, none of the heads of the federal agencies taking the challenged agency actions afforded the Advisory Council on Historic Preservation a reasonable opportunity to comment with regard to the proposed airport expansion, Interstate 205 or I-205 bridge.

17. The area of the Columbia River in the vicinity of the proposed expansion of Portland International Airport, Interstate Highway 205 and I-205 bridge, including the islands, waters and shorelands, is an important part of the outbound and inbound routes

§ 102 of the National Environmental Policy Act, has been prepared for the proposed Interstate 205 highway.

12. No environmental impact statement, as provided for in § 102 of the National Environmental Policy Act, has been prepared for the proposed Interstate 205 bridge across the Columbia River.

13. The Fort Vancouver National Monument at Vancouver, Washington, is listed on the National Register of Historic Sites maintained under the National Historic Preservation Act of 1966 (16 USC § 470, et seq.).

14. The proposed expansion of Portland International Airport into the Columbia River, the Interstate 205 highway and the Interstate 205 bridge in the vicinity of the airport, taken together or individually, will detrimentally affect the Fort Vancouver National Monument by noise, air pollution, water pollution, erosion, change of visual outlook from the Monument, and in other ways.

15. None of the heads of the federal agencies taking the challenged agency actions took into account (prior to taking their respective actions) the effect of the proposed airport expansion of Interstate 205 highway or Interstate 205 bridge, together or individually, on the Fort Vancouver National Monument.

16. Prior to taking their respective actions, none of the heads of the federal agencies taking the challenged agency actions afforded the Advisory Council on Historic Preservation a reasonable opportunity to comment with regard to the proposed airport expansion, Interstate 205 or I-205 bridge.

17. The area of the Columbia River in the vicinity of the proposed expansion of Portland International Airport, Interstate Highway 205 and I-205 bridge, including the islands, waters and shorelands, is an important part of the outbound and inbound routes

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of the Lewis and Clark expedition and of the Oregon Trail.

18. The Lewis and Clark expedition camped overnight on Government Island.

19. The proposed expansion of Portland International Airport, Interstate 205 highway and I-205 bridge, as permitted by the challenged federal agency actions, would be incompatible with and would substantially interfere with the nature and purposes of a National Scenic Lewis and Clark Trail and/or a National Scenic Oregon Trail, as those are defined in the National Trails System Act of 1968 (16 USC § 1241, et seq.).

20. Prior to the issuance of the permit of August 5, 1969, to the Port of Portland for the proposed works in the Columbia River, the Corps of Engineers was requested on numerous occasions and by many persons to require or perform a physical hydraulic model study of the proposed works in the Columbia River and the effects of those works under varying assumptions and conditions.

21. The permit of August 5, 1969, to the Port of Portland for the proposed works in the Columbia River was issued by the Corps of Engineers without their having been done a physical hydraulic model study of the effects of the proposed works.

22. The reasons why no physical hydraulic model was required or performed by the Corps of Engineers prior to issuance of the challenged permit of August 5, 1969, were that it would take two years or more, and cost more money to perform a physical hydraulic model study, than to rely on the mathematical model study submitted to the Corps by the Port of Portland.

23. No noise exposure forecasts (NEF) or other professional study of the noise impacts of aircraft operations of the types, numbers, patterns, etc., forecast for the expanded Portland International Airport to the year 2000 has been done, or was of record and known to the federal agencies who took the challenged agency actions.

Government Island.

19. The proposed expansion of Portland International Airport, Interstate 205 highway and I-205 bridge, as permitted by the challenged federal agency actions, would be incompatible with and would substantially interfere with the nature and purposes of a National Scenic Lewis and Clark Trail and/or a National Scenic Oregon Trail, as those are defined in the National Trails System Act of 1968 (16 USC § 1241, et seq.).

20. Prior to the issuance of the permit of August 5, 1969, to the Port of Portland for the proposed works in the Columbia River, the Corps of Engineers was requested on numerous occasions and by many persons to require or perform a physical hydraulic model study of the proposed works in the Columbia River and the effects of those works under varying assumptions and conditions.

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24. In all, four noise studies of Portland International Airport have been made in the years pertinent to this action (plus one now underway). The four studies are:

a. The firm of Bolt, Beranek and Newmann, as consultants to the Port of Portland, prepared noise exposure forecast (NEF) contours, using 1968 aircraft operations data supplied to them by The Port. These NEF contours were submitted to The Port privately and kept secret by The Port until found by plaintiffs in discovery proceedings for this trial.

b. Bolt, Beranek and Newmann, as consultants to The Port, prepared a "Comparison of takeoff and landing noise levels for existing and proposed runways at Portland International Airport". This was done by the "PNdB" method. This was submitted by The Port to the Corps and was the primary noise impact evidence relied on by the Corps in issuing the permit of August 5, 1969.

c. Robin M. Towne & Associates prepared a "CNR" study forecasting noise effects to 1975 north of the proposed expanded airport only, i.e., in Washington. This was submitted to the Corps by the City of Vancouver.

d. Bolt, Beranek and Newmann did an NEF forecast study for the FAA, preparing NEF contours for the years 1967, 1970 and 1975 for 28 airports, including PIA. This study was kept from the public by the FAA and never made available to the Corps or used even in the Department of Transportations' review of the proposed airport expansion.

25. That the only noise studies of Portland International Airport in the record of or considered by federal agencies taking the challenged actions were the above described Bolt, Beranek and Newmann "Comparison of takeoff and landing noise levels for existing and proposed runways at Portland International Airport" done

Airport have been made in the years pertinent to this action (plus one now underway). The four studies are:

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c. Robin M. Towne & Associates prepared a "CNR" study forecasting noise effects to 1975 north of the proposed expanded airport only, i.e., in Washington. This was submitted to the Corps by the City of Vancouver.

d. Bolt, Beranek and Newmann did an NEF forecast study for the FAA, preparing NEF contours for the years 1967, 1970 and 1975 for 28 airports, including PIA. This study was kept from the public by the FAA and never made available to the Corps or used even in the Department of Transportations' review of the proposed airport expansion.

25. That the only noise studies of Portland International Airport in the record of or considered by federal agencies taking the challenged actions were the above described Bolt, Beranek and Newmann "Comparison of takeoff and landing noise levels for existing and proposed runways at Portland International Airport" done

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by "PNdB" method and the study by Robin M. Towne & Associates, done for the area north of the proposed expanded airport (i.e., Washington) by the CNR method.

26. That during the period 1968 to present NEF- and CNR-type studies have been the best available and professionally and governmentally accepted methods for evaluation of noise impact on surrounding communities from aircraft operations of airports.

27. In late 1971, or early 1972, the Port of Portland again retained Bolt, Beranek & Newmann to do noise studies; this time NEF forecasts for the years 1980 or 1985 at Portland International Airport, and for a proposed alternate site at St. Paul in the Willamette Valley, and with alternate configurations at each, these NEF forecast studies to be part of environmental studies to be prepared by the Port of Portland to meet federal requirements under the National Environmental Policy Act, and other acts.

28. The four noise studies of Portland International Airport done heretofore minimize or understate the extent of noise impact from the proposed airport expansion because the impact will be greater in extent of area covered and in intensity in the years beyond the actual or forecast dates of those studies.

29. NEF contour lines are not correctly read as sharp lines of delineation between noise impact zones, but on estimated positions of the center of wide bands extending plus or minus 5 NEF on each side. The error tolerance of NEF contours is plus or minus 5 NEF.

30. Application of the NEF contours for 1975 prepared by Bolt, Beranek and Newmann for the FAA in its 28 airport study to an appropriate scale map of the Portland/Vancouver area shows that

a. the expected increased noise impact for 1975 along the Washington shore is significant in the East Vancouver residential areas and the improvement in the Vancouver en-

done for the area north of the proposed expansion in Washington) by the CNR method.

26. That during the period 1968 to present NEF- and CNR-type studies have been the best available and professionally and governmentally accepted methods for evaluation of noise impact on surrounding communities from aircraft operations of airports.

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30. Application of the NEF contours for 1975 prepared by Bolt, Beranek and Newmann for the FAA in its 28 airport study to an appropriate scale map of the Portland/Vancouver area shows that

a. the expected increased noise impact for 1975 along the Washington shore is significant in the East Vancouver residential areas and the improvement in the Vancouver industrial and central business district is minor;

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b. that the Parkrose portion of Portland is outside the 30 NEF contour line on all alternate airport configurations studied by the Port of Portland, FAA or Corps of Engineers prior to the federal agency actions taken, and, consequently, there is no improvement in noise impact to the Parkrose area resulting from The Port's proposed airport expansion into the river and rotation of runways;

c. in Oregon large new zones of residential and publicly-owned park and recreational areas will be adversely impacted by noise from the proposed expanded airport, notably in Troutdale, Oregon, and Multonomah County's Blue Lake Park and Delta Park;

d. there are publicly-owned parks, recreation areas, wildlife and historic areas in Washington that lie wholly or partially within or adjacent to the 30 NEF contour line from the proposed airport expansion, which areas would be seriously noise impacted by the proposed expansion, including Fort Vancouver National Monument, the City of Vancouver boat ramp leased from the waterfront portion of the National Monument, Vancouver City Marine Park, Clark County's Wintler Park, the Washington State Fish Hatchery at Biddle Lake and some Clark County road terminations with beach access such as Ellsworth Road.

31. At the time of the issuance of the Corps of Engineers permit of August 5, 1969, to the Port of Portland the only information of record and known to the Corps of Engineers about landscape plans for the proposed airport expansion were the colored drawings and representations made to it by the Port of Portland, and no specific landscape plans prepared to scale were available to it as [illegible]s for its decision to grant the permit.

[illegible]n issuing the permit of August 5, 1969, to the Port [illegible]

studied by the Port of Portland, FAA or Corps of Engineers prior to the federal agency actions taken, and, consequently, there is no improvement in noise impact to the Parkrose area resulting from The Port's proposed airport expansion into the river and rotation of runways;

c. in Oregon large new zones of residential and publicly-owned park and recreational areas will be adversely impacted by noise from the proposed expanded airport, notably in Troutdale, Oregon, and Multonomah County's Blue Lake Park and Delta Park;

d. there are publicly-owned parks, recreation areas, wildlife and historic areas in Washington that lie wholly or partially within or adjacent to the 30 NEF contour line from the proposed airport expansion, which areas would be seriously noise impacted by the proposed expansion, including Fort Vancouver National Monument, the City of Vancouver boat ramp leased from the waterfront portion of the National Monument, Vancouver City Marine Park, Clark County's Wintler Park, the Washington State Fish Hatchery at Biddle Lake and some Clark County road terminations with beach access such as Ellsworth Road.

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32. In issuing the permit of August 5, 1969, to the Port of Portland the Corps of Engineers relied upon representation of The

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Port that there would be sloping sandy beaches at the sides of the proposed filled area, above which would be slopes covered by vegetation, and landscaping would include tall and verdant trees, with existing tall trees on areas of the islands not dredged up or covered to be preserved.

33. After the approval of the permit issued August 5, 1969, the Port of Portland retained Robert Perron & Associates as landscape architect-culsultants and later submitted to the Portland District Engineer landscape plans prepared by Perron & Associates for the Port of Portland pertaining to the proposed works in the river.

34. The landscape plans submitted to the Corps are not done to any base map which permits verification of distances and sizes, but they appear to include a park area extending about 600' furthere into the Columbia River than the Corps permit drawings called for, the depict a Columbia Bay with only one navigational opening, and with contours changed from those shown in the Corps permit drawings.

35. The landscape architect plans submitted by The Port to the Corps of Engineers did not include any cross section views or topographic lines which would permit an evaluation of the height of trees, viewing tower or other aspects of the landscape design.

36. On 16 September 1970 the Portland District Engineer approved the landscape plans submitted and purported to grant a modification of the permit to conform to the one navigation entrance for Columbia Bay shown on the landscape plans.

37. The Federal Aviation Agency had not approved the proposed airport landscape plan approved by the Corps of Engineers.

38. The Port of Portland has not committed itself to carry
landscape plan submitted to the Corps of Engineers.
t of Portland has not committed itself to provide
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34. The landscape plans submitted to the Corps are not done to any base map which permits verification of distances and sizes, but they appear to include a park area extending about 600' further into the Columbia River than the Corps permit drawings called for, the depict a Columbia Bay with only one navigational opening, and with contours changed from those shown in the Corps permit drawings.

35. The landscape architect plans submitted by The Port to the Corps of Engineers did not include any cross section views or topographic lines which would permit an evaluation of the height of trees, viewing tower or other aspects of the landscape design.

36. On 16 September 1970 the Portland District Engineer approved the landscape plans submitted and purported to grant a modification of the permit to conform to the one navigation entrance for Columbia Bay shown on the landscape plans.

37. The Federal Aviation Agency had not approved the proposed airport landscape plan approved by the Corps of Engineers.

38. The Port of Portland has not committed itself to carry out the landscape plan submitted to the Corps of Engineers.

39. The Port of Portland has not committed itself to provide the marina facilities or other recreation facilities associated

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with Columbia Bay Marina or the parks designated in the landscape plan.

40. After receipt of the permit of August 5, 1969, the Port of Portland retained Dames & Moore as soils consultants. Dames & Moore have made a study and report recommending that there be slope protection from elevation -5 to at least 2 feet above anticipated high water along the banks of the fill. Riprap is recommended, but due to its high cost, a 15" thick gravel blanket with maximum size of ten inches is recommended as an acceptable substitute.

41. The Oregon State Land Board granted a dredge permit to the Port of Portland on September 24, 1969, one of the terms of which requires slope protection of all fills with non-erodable material.

42. In order to comply with the recommendations of its soils consultant and the requirements of the Oregon State Land Board, it will not be possible to have sloping sandy beaches at the water edges of the proposed works in the river.

43. Federal Aviation Agency regulations regarding obstruction in the vicinity of airports consider any object an obstruction if it exceeds the height of the runway and is located within an area 500 feet laterally from the runway or would penetrate a gradually rising slope thereafter. The height of the north runway of the proposed expanded airport would be 41 feet. The proposed Marine Drive would have an average level of 25 feet, and would be within 500 feet laterally from the runway. Consequently, trees would be limited to an average height of 16 feet along the proposed Marine Drive. Because of these limitations, there would not be the tall and verdant trees on which the Corps of Engineers relied in granting its permit; nor could existing trees on other portions of the islands be preserved.

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44. Marine Drive, Columbia Bay Marina and the park and recreation areas of the proposed landscape plan would be within high intensity noise impact areas from aircraft operations and would be subject to air pollution and water pollution effects as well.

45. No study of the air pollution effects of the proposed airport expansion, I-205 highway and bridge were done, made available to or known to the Corps of Engineers or any of the other federal agencies prior to their taking the challenged agency actions.

46. No studies of the seismic characteristics and hazards of the area of the proposed airport expansion, I-205 highway and I-205 bridge were made known to or considered by the Corps of Engineers or other federal agencies prior to their taking the challenged federal agency actions.

47. After receipt of the Corps of Engineers permit of August 5, 1969, Dames & Moore, soils consultants to the Port of Portland, have, after study, warned The Port of the potential dangers of earthquake to the works in the river and have recommended further study of these problems. Specifically, Dames and Moore reported that the area of the proposed airport expansion, highway and bridge is one of significant seismic activity and there is danger that an earthquake might cause liquefaction of the soils and materials of the fill and cause settlements in the Marine Drive area and under the airport runway. Earthquakes of greater magnitude would cause major slope failure in the works in the river.

48. Architects retained by the Oregon State Highway Commission for design of the I-205 bridge have reported to the State Highway Commission in 1971 that the project area is within an earthquake zone.

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48. Architects retained by the Oregon State Highway Commission for design of the I-205 bridge have reported to the State Highway Commission in 1971 that the project area is within an earthquake [illegible]

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49. No studies of the water pollution effects, fish and wildlife effects, or effects on ecology of the proposed airport expansion, highway and bridge have been done, made known to or considered by the Corps of Engineers or the other federal agencies prior to their taking the challenged agency actions.

50. The permit drawings of the permit of August 5, 1969, from the Corps of Engineer to the Port of Portland do not designate the area to be dredged as required by the Corps of Engineers regulations then applicable to such permits.

51. No public notice was given nor hearings held by the Corps of Engineers prior to the action of the Portland District Engineer granting or approving a modification of the permit of August 5, 1969, to conform to the one navigation entrance plan shown on the landscape plan submitted by the Port of Portland. No drawings were supplied for such modification as required by Corps of Engineers regulations then in effect.

52. On June 12, 1969, Acting Secretary of the Interior Russell E. Train wrote to Secretary of Transportation Volpe requesting consultation with him in, and consideration of the Portland Airport expansion project in, the cabinet Council on Environmental Quality. The Secretaries of Transportation, Interior, Housing and Urban Development, and Agriculture were all members of that cabinet council.

53. Prior to Undersecretary of Interior Train's letter of May 19, 1969, the Department of the Interior had not prepared or developed comprehensive programs for eliminating or reducing the pollution of the Columbia River and tributaries thereof and improving the sanitary condition of surface and underground waters in the area of the Columbia River, nor did the Department of the Interior consult any such comprehensive programs or consider them or comment upon them to the Corps of Engineers in connection with the proposed airport expansion, I-205 highway and bridge.

expansion, highway and bridge have been done, made known to or considered by the Corps of Engineers or the other federal agencies prior to their taking the challenged agency actions.

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51. No public notice was given nor hearings held by the Corps of Engineers prior to the action of the Portland District Engineer granting or approving a modification of the permit of August 5, 1969, to conform to the one navigation entrance plan shown on the landscape plan submitted by the Port of Portland. No drawings were supplied for such modification as required by Corps of Engineers regulations then in effect.

52. On June 12, 1969, Acting Secretary of the Interior Russell E. Train wrote to Secretary of Transportation Volpe requesting consultation with him in, and consideration of the Portland Airport expansion project in, the cabinet Council on Environmental Quality. The Secretaries of Transportation, Interior, Housing and Urban Development, and Agriculture were all members of that cabinet council.

53. Prior to Undersecretary of Interior Train's letter of May 19, 1969, the Department of the Interior had not prepared or developed comprehensive programs for eliminating or reducing the pollution of the Columbia River and tributaries thereof and improving the sanitary condition of surface and underground waters in the area of the Columbia River, nor did the Department of the Interior consult any such comprehensive programs or consider them or comment upon them to the Corps of Engineers in connection with the proposed airport expansion, I-205 highway and bridge.

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54. The Department of the Interior did not conduct any studies of, consider or comment upon the possible water pollution effects of the small boats and other activities at the proposed Columbia Bay Marina in connection with the issuance of the dredge and fill permit by the Corps of Engineers to the Port of Portland for the proposed airport expansion, I-205 highway and I-205 bridge.

55. The Department of the Interior did not do any surveys or investigations through the Fish and Wildlife Service for the purpose of determining the possible damage to wildlife resources and means and measures that should be adopted to prevent the loss or damage to such wildlife resources and provide for the development and improvement of such resources in connection with the proposed airport expansion.

56. The Secretary of the Interior did not report or recommend to the Corps of Engineers or any other federal agency any position or course of action based upon such a survey or investigation described above, nor was any such survey or investigation made an integral part of any report by the Department of Interior to the Corps of Engineers or any other federal agency in connection with the proposed dredge and fill project, I-205 highway and I-205 bridge.

57. The Department of the Interior either has not conducted any studies and investigations to facilitate conservation of the fish resources of the Columbia River and its tributaries or it did not consider, comment on or make known any such studies or investigations in connection with the consideration of the proposed airport expansion, I-205 highway and I-205 bridge by the Corps of Engineers or Department of Transportation.

58. The Government Island Game Management Area, which comprises part or all of Lemon Island, Government Island and McGuire Island in the Columbia River in the vicinity of Portland International Airport, was acquired by the State of Oregon with federal

effects of the small boats and other activities at the proposed Columbia Bay Marina in connection with the issuance of the dredge and fill permit by the Corps of Engineers to the Port of Portland for the proposed airport expansion, I-205 highway and I-205 bridge.

55. The Department of the Interior did not do any surveys or investigations through the Fish and Wildlife Service for the purpose of determining the possible damage to wildlife resources and means and measures that should be adopted to prevent the loss or damage to such wildlife resources and provide for the development and improvement of such resources in connection with the proposed airport expansion.

56. The Secretary of the Interior did not report or recommend to the Corps of Engineers or any other federal agency any position or course of action based upon such a survey or investigation described above, nor was any such survey or investigation made an integral part of any report by the Department of Interior to the Corps of Engineers or any other federal agency in connection with the proposed dredge and fill project, I-205 highway and I-205 bridge.

57. The Department of the Interior either has not conducted studies and investigations to facilitate conservation of the fish resources of the Columbia River and its tributaries or it did not consider, comment on or make known any such studies or investigations in connection with the consideration of the proposed airport expansion, I-205 highway and I-205 bridge by the Corps of Engineers or Department of Transportation.

58. The Government Island Game Management Area, which comprises part or all of Lemon Island, Government Island and McGuire Island in the Columbia River in the vicinity of Portland International Airport, was acquired by the State of Oregon with federal

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assistance under the Wildlife Restoration Act, also known as the Pitmann-Robertson Act, 16 USC § 661 et seq.

59. After the issuance of the permit of August 5, 1969, by the Corps of Engineers to the Port of Portland, the Oregon State Game Commission sold the lands comprising the Government Island Game Management area to the Port of Portland for $900,000, except for 1.79 acres owned by the Bureau of Land Management of the Department of the Interior.

60. Prior to the abovesaid sale, there was no finding by the State of Oregon agreed to by the Secretary of the Interior that the property of Government Island Game Management area was no longer useful for the wildlife refuge and management purposes for which it was acquired and that it was not practical to convert the property to other fish and wildlife restoration, development or management purposes.

61. The Government Island Game Management area was at all times between its acquisition by the Oregon Game Commission and its sale to the Port of Portland useful for wildlife refuge and management purposes and for other public recreation purposes, and has remained useful for these purposes continuously to date.

62. The Port of Portland and the Oregon State Game Commission have, subsequent to the sale to the Port of Portland, entered into an agreement providing for the continued use of the Government Island Game Management area for a wildlife refuge and for public recreation purposes.

63. As a condition in the Corps of Engineers permit of August 5, 1969, the Department of the Interior requested and the Corps of Engineers included a provision that lands must be provi- in exchange for the Government Island Game Management area the State of Oregon as evidenced by a letter from out requiring agreement or approval

59. After the issuance of the permit of August 5, 1969, by the Corps of Engineers to the Port of Portland, the Oregon State Game Commission sold the lands comprising the Government Island Game Management area to the Port of Portland for $900,000, except for 1.79 acres owned by the Bureau of Land Management of the Department of the Interior.

60. Prior to the abovesaid sale, there was no finding by the State of Oregon agreed to by the Secretary of the Interior that the property of Government Island Game Management area was no longer useful for the wildlife refuge and management purposes for which it was acquired and that it was not practical to convert the property to other fish and wildlife restoration, development or management purposes.

61. The Government Island Game Management area was at all times between its acquisition by the Oregon Game Commission and its sale to the Port of Portland useful for wildlife refuge and management purposes and for other public recreation purposes, and has remained useful for these purposes continuously to date.

62. The Port of Portland and the Oregon State Game Commission have, subsequent to the sale to the Port of Portland, entered into an agreement providing for the continued use of the Government Island Game Management area for a wildlife refuge and for public recreation purposes.

63. As a condition in the Corps of Engineers permit of August 5, 1969, the Department of the Interior requested and the Corps of Engineers included a provision that lands must be provided in exchange for the Government Island Game Management area satisfactory to the State of Oregon as evidenced by a letter from the State Game Commission, without requiring agreement or approval by the Secretary of the Interior.

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64. The Government Island Game Management area is in fact not replaceable.

65. At the time of the issuance of the Corps of Engineers permit of August 5, 1969, it was the understanding and intent of the Oregon State Game Commission, Department of the Interior and Corps of Engineers that the Government Island Game Management area would be replaced by other lands of nearest possible equivalent wildlife value in the same area of the Columbia River, on the same flyway for migratory birds. Lands on Deer Island in the Columbia River were the specified preferred equivalent. After they were not acquired, land on Sauvies Island were favored as the next nearest equivalent.

66. Very little land in the Columbia River area in the same flyway has been or will be acquired by the State Game Commission of Oregon from the $900,000 for which Government Island Game Management area was sold. Most of the monie expended to date have been spent completely outside of the area, including acquisitions more than 200 miles away in other parts of Oregon for other types of wildlife management.

67. The Department of the Interior did not consider, comment upon or communicate to the Corps of Engineers or Department of Transportation with respect to the effects of the proposed airport expansion, I-205 highway and bridge on the estuarine area and estuarine zone of the Columbia River. The Department of Interior has done studies of estuarine areas of the United States with a view to establishment of a national system of protected estuarine areas.

68. The proposed airport expansion, I-205 highway and I-205 bridge will have detrimental effects on the scenery, natural and historic objects of the Fort Vancouver National Monument and will impair the enjoyment of the same by present citizens and future

65. At the time of the issuance of the Corps of Engineers permit of August 5, 1969, it was the understanding and intent of the Oregon State Game Commission, Department of the Interior and Corps of Engineers that the Government Island Game Management area would be replaced by other lands of nearest possible equivalent wildlife value in the same area of the Columbia River, on the same flyway for migratory birds. Lands on Deer Island in the Columbia River were the specified preferred equivalent. After they were not acquired, land on Sauvies Island were favored as the next nearest equivalent.

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68. The proposed airport expansion, I-205 highway and I-205 bridge will have detrimental effects on the scenery, natural and historic objects of the Fort Vancouver National Monument and will impair the enjoyment of the same by present citizens and future generations.

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69. The Department of the Interior and the National Park Service did not inform themselves as to the environmental impacts of the proposed airport expansion, I-205 bridge and I-205 highway on the Fort Vancouver National Monument. Despite knowledge of probable adverse noise and other environmental problems, the superintendent of the Fort Vancouver National Monument and the Assistant Regional Director for the Park Service decided to do nothing and not to participate in the consideration of the proposed airport expansion and works in the river by the Corps of Engineers.

70. In its consideration of the proposed airport expansion, I-205 highway and I-205 bridge prior to the issuance of the Corps of Engineers permit on August 5, 1969, the Department of the Interior did not refer to, or consider the Nationwide Comprehensive Outdoor Recreation Plan, nor the statewide comprehensive recreation plans of the States of Washington and Oregon, nor did it comment upon them or communicate about them to the Corps of Engineers, or to the Department of Transportation.

71. The Columbia River in the area of the proposed airport expansion, Government Island, Sand Island, Lemon Island and McGuire Island, and the shorelands of the Columbia River in that vicinity are areas of outstanding outdoor recreation value meeting high priority needs identified in the Statewide Outdoor Recreation Plans of the States of Washington and Oregon, and in the Nationwide Comprehensive Outdoor Recreation Plan.

72. The Department of the Interior through its Bureau of Outdoor Recreation conducted a two-year study of the recreational, scenic, natural and historic values of the islands of the United States, during the same period that the proposed airport expansion, highway and bridge were under consideration by the Corps of Engineers and Department of the Interior. The report of that islands inventoried and identified Government Island and its adjacent

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70. In its consideration of the proposed airport expansion, I-205 highway and I-205 bridge prior to the issuance of the Corps of Engineers permit on August 5, 1969, the Department of the Interior did not refer to, or consider the Nationwide Comprehensive Outdoor Recreation Plan, nor the statewide comprehensive recreation plans of the States of Washington and Oregon, nor did it comment upon them or communicate about them to the Corps of Engineers, or to the Department of Transportation.

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conservation and outdoor recreation purposes. The Department of the Interior never considered, commented upon nor reported this aspect of the value of Government Island and the other islands of its area to the Corps of Engineers or the Department of Transportation during consideration of the proposed airport expansion, highway and bridge and prior to the taking of the challenged agency actions.

73. Neither the Department of the Interior nor the Corps of Engineers, nor the Department of Transportation, ever considered or commented upon or discussed the historic, scenic, recreational and fish and wildlife values of the area of the Columbia River and islands affected by the proposed airport expansion, highway and bridge, nor the possibility of their protection by designation as a recreational river area.

74. No air pollution or water pollution studies were made by or considered by the Federal Aviation Administration in connection with its "safe and efficient use of airspace" determination concerning the proposed Portland Airport expansion.

75. The Federal Aviation Administration did not consider, study or comment upon the possibilities of changes of landing fees, air travel prices, consolidation of flight schedules or other non-physical changes which might increase the efficiency of use of Portland International Airport facilities, before making its "safe and efficient use of airspace" determination.

76. There were no valid or relevant noise studies of the effects of the proposed expansion of Portland International Airport before the FAA, when it made its "safe and efficient use of airspace" determination regarding the proposed expansion of Portland International Airport. In making that determination, the only [illegible] of record and considered by it regarding Portland [illegible] Bolt, Beranek and Newman Study [illegible] described

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77. Prior to and at the time of the FAA's taking its "safe and efficient use of airspace" action the Port of Portland had, but did not make known to the FAA, NEF contours prepared for it by Bolt, Beranek and Newman based on 1968 air traffic at Portland International Airport.

78. Prior to and at the time of making its "safe and efficient use of airspace" determination, the FAA had contracted with Bolt, Beranek and Newman for a study of noise exposure forecasts (NEF) at 28 airports of America, including Portland International Airport, but this study and its results were not considered or used by the FAA in reaching its determination.

79. On January 16, 1969, the FAA identified as obstructions around the proposed expanded Portland International Airport the KGW towers, objects in the military base and ships in the river channel, and the staff of the FAA had raised some objections with respect to the proposed I-205 bridge to be constructed near the expanded airport.

80. The FAA in its "safe and efficient use of airspace" determination considered only the KGW towers, completely ignoring the objects in the military base, the ships in the river channel, and the I-205 bridge. These ignored matters were mentioned neither in the public notice nor at the public hearing for the safe and efficient use of airspace determination, nor elsewhere in the proceeding.

81. A series of "in house" meetings were held between the Federal Aviation Agency, the Coast Guard and the Federal Highway Administration regarding the problems of possible electronic interference by the I-205 bridge with the instrument landing equipment for the proposed expanded airport. Instructions were given and observed that this problem not be discussed outside the Department of Transportation.

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82. It was the opinion of the FAA staff that the interference between bridge and instrument landing system could create a very dangerous situation which could not be evaluated until construction had been completed and tried out, at which time it would be too late to make corrections.

83. The FAA desired that the bridge be moved one mile eastward to avoid possible interference between the bridge and the instrument landing system.

84. The FAA consulted with the Port of Portland about the problem of I-205 bridge, as a result of which the Port of Portland moved the north parallel runway a short distance westward.

85. In addition to problems of electronic interference, the FAA was also concerned in its "in-house meetings" about the possible distraction from noise of low-flying aircraft to people driving cars, on I-205 highway and bridge, and the possible effects of the jet blast of aircraft on motor vehicles, and the possible effects of headlights of the motor vehicles on the roadway bothering the pilots of the aircraft or the landing lights of the aircraft distrcting the motorists.

86. The westerly shift of the north parallel runway was accomplished by shortening it to 10,000 feet, ultimately expandable to 11,000 feet.

87. As located and shortened, the north parallel runway of the proposed expanded airport cannot be instrumented at its western end, and consequently the airport cannot obtain the capability of simultaneous instrumented landings.

88. The entire problems of interference of bridge and airport were kept secret among the Department of Transportation agencies and between them and the Port of Portland, not considered at public hearings or otherwise made known to the public. The problems of possible distraction or confusion of drivers of motor vehicles on the highway and bridge and pilots in aircraft have never been

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resolved, or further discussed in the record. The problems of possible electronic interference between the bridge and instrument landing systems are not solved.

89. The FAA considered the I-205 bridge in a proceeding separate from the safe and efficient use of airspace determination and gave a "no hazard" determination regarding the bridge despite unresolved problems as listed above.

90. Neither Secretary of Transportation Volpe nor anyone else in the Department of Transportation made any special effort to preserve the islands of the Government Island Game Management Area or the natural beauty of the adjacent free flowing stretch of the Columbia River, or the natural trees and sloping beaches of the islands, or the historic value of Government Island as a Lewis and Clark campside, or the historic and recreation value of the Fort Vancouver National Monument across the river from the airport.

91. Assistant Secretary of Transportation Braman made a last-minute suggestions just before Secretary Volpe's approval of the proposed airport expansion that the north runway be shifted back 100 feet to the south, but did so for "political" reasons rather than believing it would make any difference in noise effects on the Washington shore.

92. Secretary of Transportation Volpe did not consult with the Secretaries of Interior, Housing and Urban Development, and Agriculture, nor with the States of Washington and Oregon to develop transportation plans and programs which would maintain or enhance the beauty of the lands traversed. either in general or in specific connection with the proposed airport expansion, I-205 bridge and I-205 highway

93. Secretary of Transportation Volpe did not respond to the letter of June 12, 1969, from Acting Secretary of the Interior Russell Train requesting consultation on the Portland Airport

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expansion plans in the cabinet Council of Environmental Quality. Secretary Volpe did not consult with the Secretary of the Interior prior to issuing his approval of July 11, 1969, and did not reply to Acting Secretary Train's letter of June 12, 1969.

94. The proposed expansion of Portland International Airport, the I-205 bridge and the I-205 highway taken together and individually, require the use of publicly-owned lands from parks, recreation areas, a wildlife and waterfowl refuge, and historic sites.

95. The proposed airport expansion, highway and bridge would physically occupy publicly-owned lands from the Government Island Game Refuge and the south channel of the Columbia River and other waters in the vicinity of Government Island.

96. The Government Island Game Management Area was on and before July 11, 1969, a publicly-owned wildlife refuge of local, state and national significance as determined by the federal, state and local officials having jurisdiction of it. It was and is also a public recreation area of local, state and national significance as so determined.

97. The proposed expansion of Portland International Airport, I-205 bridge and I-205 highway, taken together or individually, will require the use of publicly-owned lands from Multnomah County, Oregon's Blue Lake Park and Delta Parks; from Clark County, Washington's Wintler Park; from the City of Vancouver's Marine Park and the City of Vancouver's boat launching ramp leased from the Fort Vancouver National Monument; from the waters of the Columbia River around Government, Sand, Lemon and McGuire Islands, and in the vicinity of the airport; from Clark County road ends used for public beach access; from the picnicking and viewing areas of the Washington State Fish Hatchery at Biddle Lake; from the Fort Vancouver National Monument; from Officers' Row of Vancouver Barracks; and from the waters, islands and shorelands included in the Lewis and Clark and Oregon Trails.

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98. Each of the above-stated areas is a public park, recreation area, wildlife or waterfowl refuge and/or historic site of national, state or local significance as determined by the federal, state or local officials having jurisdiction thereof.

99. The proposed expanded airport, I-205 highway and I-205 bridge will require the use of publicly-owned lands from each of the abovestated areas, either by physical occupation of those lands, by impact of noise, water pollution, air pollution, erosion or visual intrusion effects, or combinations of these.

100. Secretary Volpe's news release of July 11, 1969, and his explanatory letter to Senators Magnuson and Jackson and Congresswoman Julia Butler Hansen dated June 30, 1969, constitute his Section 4(f) finding on the proposed Portland Airport expansion. The substantive reasons for his approval are stated in his explanatory letter of June 30, 1969.

101. Secretary Volpe never said or determined that there were no feasible and prudent alternatives to the airport expansion.

102. Secretary Volpe implicitly determined that there were feasible and prudent alternatives to the proposed airport expansion, including relocation to the St. Paul site and southerly relocations of a runway at the existing PIA site.

103. The Port of Portland determined there were more than one feasible alternatives to the proposed airport expansion and chose expansion northward into the river at the existing PIA site as the most feasible of its alternatives.

104. The Port of Portland chose the proposed expansion northward into the Columbia River at the existing site over moving to St. Paul on the grounds that the move to a new airport at St. Paul would cost more and users of the airport would have a longer distance to travel to the airport.

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103. The Port of Portland determined there were more than one feasible alternatives to the proposed airport expansion and chose expansion northward into the river at the existing PIA site as the most feasible of its alternatives.

104. The Port of Portland chose the proposed expansion northward into the Columbia River at the existing site over moving to St. Paul on the grounds that the move to a new airport at St. Paul would cost more and users of the airport would have a longer distance to travel to the airport.

105. In late May and early June 1969, the Port of Portland called a special meeting to consider dropping the northward

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expansion plan and moving to St. Paul.

106. In the opinion of The Port, legal counsel of the Port of Portland, and bond counsel of the Port of Portland, the items to be financed from the proceeds of a $50,000,000 Port revenue bond issue for airport expansion would not be affected should this action or any other actions in this court or on appeal from this court pertaining to the proposed expansion of Portland International Airport be resolved in favor of the plaintiffs.

107. The existing runway configuration at Portland International Airport has a capacity to handle all forecast air carrier movements through the year 2000, or later, if steps are taken to reduce, limit or eliminate some or all of general aviation, military aviation, and cargo aviation using Portland International Airport.

108. The Port of Portland's reason for wanting to expand Portland International Airport was to achieve more terminal capacity, not more runway capacity.

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MAIN 4-8001

109. There are peak hours in the morning and evening, and peak days and peak months of air travel at Portland International Airport.

110. "Saturation" of runway capacity or terminal capacity as used in Planning Reports for expansion of Portland International Airport means a condition where at peak times delays considered by the airport or its consultants to be "unacceptable" will occur for commercial air travelers.

111. The decision to expand Portland International Airport northward at its existing site was not made after the completion of and on the basis of the site selection study undertaken by the Columbia River Associated Governments (CRAG) and the Port, but was made by the Port in November, 1967 prior to completion of the site selection study.

112. The CRAG site selection study was made primarily by a Technical Committee composed of representatives from the staff of the Port of Portland and CRAG.

113. The Technical Committee of the site selection study considered 25 sites and narrowed them to the seven "best" for further consideration. Ultimately it compared expansion of Portland International Airport at its existing site with relocating the airport to the St. Paul site in the Willamette Valley, considering these to be the two best alternatives. Several of the sites considered could by sound engineering practice have been the place for a relocated major regional hub airport, and at costs comparable to St. Paul.

114. The site considered at Battleground in the State of Washington was eliminated by the Technical Committee from further consideration on the "political" ground that it was outside of the State of Oregon.

115. The CRAG Technical Committee determined that there

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114. The site considered at Battleground in the State of Washington was eliminated by the Technical Committee from further consideration on the "political" ground that it was outside of the State of Oregon.

115. The CRAG Technical Committee determined that there were several feasible and prudent alternatives to the proposed

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airport expansion at Portland International Airport.

116. The Port of Portland presented to the Corps of Engineers and FAA information stating that it believed that the expansion of Portland International Airport at its present side by filling into the Columbia River was the most feasible method of providing for forecasted aviation needs for the next 25 or 30 years, and that it reached this conclusion based on the total costs at each site, the comparative dates by which facilities would be available for use, and the relative convenience of each site to the airport users.

117. The Port of Portland also presented information to the Corps of Engineers and to the FAA that its staff had recommended that in addition to the expansion of Portland International Airport, a site for another large hub commercial airport should be selected and acquired in the Willamette Valley at the St. Paul site, and should be partially developed for general aviation but held in agricultural use until needed for a second regional hub airport.

118. The Port of Portland presented to the Corps of Engineers and to the FAA information that on its basis of comparison, the cost of expanding Portland International Airport at its existing site by northward expansion into the River would be $75,000,000, and the cost of an equivalent facility at the St. Paul site $110,000,000.

119. The Federal Aviation Agency relief upon the above-stated cost comparison information presented by the Port determined the $35,000,000 difference to be "significant", but said that the items of cost were subject to such variation that the actual cost differential might not be truly significant.

120. The report of the CRAG site selection study made in October 1968 concluded that expansion of PIA at its present location was the best choice with moving to the St. Paul (French

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Prairie) site as the "first alternative".

121. A study team from the Los Angeles Regional Office of the Federal Aviation Agency concluded in its study of aviation systems requirements for the Portland/Vancouver metropolitan area that either the proposed expansion of PIA or the establishment of a replacement jet port at St. Paul would be acceptable from an aviation systems requirement standpoint.

122. Several alternate runway configurations for the existing Portland International Airport site were considered by the Port, by the Corps of Engineers and the Federal Aviation Administration. Several of these configurations involved shifting one major runway southward to accomplish two parallel runways 5,000 feet apart.

123. One such configuration considered was moving the south parallel runway 2,000 feet south of its present position. This alternative to the proposed airport expansion was not chosen by the Port or FAA and the reasons given against its choice were two: (1) time and cost of completely relocating the military facilities (Oregon National Guard) now occupying part of the southern portion of the field, and (2) increased noise over Parkrose and surrounding area with no improvement in noise over Vancouver.

124. The authorities having jurisdiction over the military facilities at Portland International Airport stated they would move to another location in the Portland area if the Port or someone else would pay the cost of their moving.

125. Parkrose and its area lie outside the NEF 30 contour line on all comparisons made using available NEF contours, including with the southerly shift of the south parallel runway described above.

126. There would be no loss of benefit of reduced noise exposure to the Washington shore involved in the above described

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southerly shift of the south parallel runway because the alleged benefit does not exist. Instead, the proposed airport expansion would bring an increased noise impact to residential areas exceeding any gain to industrial and commercial areas of Vancouver, all based upon available noise studies.

127. Since the granting of the Corps of Engineers permit and Department of Transportation approval about half of the military personnel and facilities have been moved from Portland International Airport.

128. Governor Tom McCall of Oregon has asked that the Air National Guard remaining at PIA be moved from PIA or its mission be changed, or both.

129. The Columbia River Association of Governments has found that noise generated by fighter aircraft is unacceptable in the midst of a large metropolitan area.

130. The Department of the Interior and others have suggested and considered the possibility of a regional airport located between Seattle and Portland to solve the needs of both major metropolitan areas. This alternative was not considered by the Port of Portland, the Federal Aviation Administration, Secretary of Transportation Volpe or the Corps of Engineers prior to taking the challenged federal agency actions.

131. The proposal to expand Kennedy Airport into Jamaica Bay has been studied by a multi-disciplinary environmental group of the National Academy of Sciences and National Academy of Engineering and a report of this study has been written. This study was commissioned by the Port of New York Authority with the cooperation of the Department of the Interior and other federal agencies.

132. Secretary of Transportation Volpe has stated that the Jamaica Bay and Kennedy Airport Study done by the National Academy of Sciences is of potential relevance not only to the immediate New York situation but to the nation as a whole.

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133. More efficient use of existing runway capacity at airports can be achieved by avoiding the peaking of activity. Peaking may be avoided by differential pricing for airport facility use through airline cooperation and/or regulation. More efficient use of runways can be achieved by avoiding over-scheduling of duplicated flights with low demand.

134. Technology exists for greatly improved air traffic control systems for enroute air traffic and greatly improved airport landing systems. Use of this improved technology could greatly increase the capacity of existing airport facilities at PIA.

135. Technology is available to accomplish such improved instrument landing systems that parallel runways can be located 2,500 feet apart.

136. Fifty percent or moreof air carrier travel in major markets is classified as "Short haul traffic". This is true also of Portland International Airport.

137. The Federal Aviation Administration has established a goal to institute short take-off and landing or vertical take-off and landing service for short haul markets in certain air corridors within the 1970's, and has stated its willingness to take leadership and provide assistance in the establishment of this service. One of the air corridors indicated by the FAA as desirable for institution of V/STOL air service is the Seattle-Portland corridor.

138. V/STOL service could remove a significant portion of the peak hour air carrier traffic from Portland International Airport, making it possible to meet all forecasts of air travel needs without the proposed airport expansion into the Columbia River.

139. The possibility of V/STOL service from Portland International Airport was not studied or considered by the Port of Portland, the Federal Aviation Administration, the Secretary of Transportation, or any of the other federal agencies prior to undertaking the challenged agency actions.

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140. The Western Conference of State Governments has established a Western Region Short Haul Transportation Program, and retained the Aerospace Corporation to study and define the possibilities of a V/STOL system in the short haul markets of the western states. The Aerospace Corporation's report confirmed the feasibility and desirability of such service and identified the Seattle-Portland corridor as one for early introduction of V/STOL service. An interstate compact to facilitate the development of such service has been proposed, and the Legislature of the State of Washington has passed the necessary law authorizing its participation in such an interstate compact.

141. There is existing technology and existing demonstrations of high speed rail service in the Northeastern part of the United States and other places in the world, achieving speeds of 150 miles per hour or more.

142. High speed rail or other ground transportation service between Portland, Oregon and Seattle, Washington, or San Francisco, California, could relieve and serve some of the forecast air travel demand for Portland International Airport.

143. Mr. Gordon Fernald of the North Pacific Division, Corps of Engineers, suggested an alternate plan to lessen the threat of erosion to the Washington shore and lessen the extent of the cut through Government Island. Mr. Fernald's suggestion was not considered or further discussed by the Corps of Engineers or any of the other federal agencies or the Secretary of Transportation prior to their taking the challenged agency actions.

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144. Bauer Engineering Company, consulting hydraulic engineers to the Port of Portland after receipt of the permit of August 5, 1969, by the Port of Portland, studied another alternative plan for the dredge and fill works in the river, entitled Bauer Alternative 5, by which it determined that it would be feasible and accomplish the goals of the Port of Portland to leave Sand Island untouched by the works in the river.

145. Bauer Alternative 5 would reduce harm to affected publicly owned parks, recreation areas, wildlife refuges and historic sites.

146. The Port of Portland reduced the scope and nature of the landscape planning effort proposed to it by Robert Perron & Associates, its landscape consultants, and removed proposed elements regarding social and psychological effects.

147. More than one FAA official of the Seattle FAA office has said that the forecasts used by the Port of Portland for its airport layout plan for the expanded airport and in justifying the proposed expansion into the Columbia River are not adequate, but the airport layout plan was approved by the FAA despite this.

148. In approving the revised airport layout plan for the Port of Portland on 17 September 1971, the FAA recommended to the Port among other things that it do an environmental impact study, which study had not been done prior to its approval.

149. The Administrator of the Environmental Protection Agency did not review and comment in writing on the environmental impace of the revised airport layout plan approved in September 1971 prior to its approval by the FAA.

150. Both the original and revised airport layout plans [illegible] proposed expanded airport were done on different scales [illegible] Engineers permit drawings and the [illegible] sible to determine whether they

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150. Both the original and revised airport layout plans of the proposed expanded airport were done on different scales from the Corps of Engineers permit drawings and the highway and bridge plans making it impossible to determine whether they

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conflict.

151. Major design changes have been made in the I-205 bridge since it received its permit from the Coast Guard so that a new bridge permit is required.

152. The Administrator of the Environmental Protection Agency did not review and comment in writing on the design of the I-205 bridge or I-205 highway in the vicinity of Portland International Airport prior to their approval by the Federal Highway Administration on January 27, 1971.

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4905

RECEIVED
MAR 31 1972
FOR FILING

Date March 30, 1972

To: Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Salem, Oregon 97306

From: George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

Subject: Portland International Airport
ADAP for Acquisition of Land

With respect to the ADAP for the acquisition by the Port of Portland of approximately 600 acres of land adjacent to the Portland International Airport, we have been in touch with the Port throughout the development of the I-205 corridor which passes along the easterly edge of their project. It is assumed at this point that any conflicts have been resolved and no problems involving I-205 are anticipated with this project.

For your information, the above was sent to the Federal Aid Coordination Unit (A-95) on February 11 in response to a Notice of Intent submitted by the Port.

WHT:ap cg

bc: George M. Baldwin
F. B. Klaboe
R. L. Schroeder
Robert E. Royer

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

NORTHWEST REGION
FAA BUILDING, BOEING FIELD
SEATTLE, WASHINGTON 98108

21 MAR 1972

Mr. R. E. Simpson
Division Engineer
U. S. Department of Transportation
Federal Highway Administration
Bureau of Public Roads
477 Cottage Street Northeast
Salem, Oregon 97310

Subject: Portland International Airport, Portland, Oregon; Airport Development Aid Project (ADAP) For Acquisition of land.

We have a request under the Airport Development Aid Program to acquire approximately 600 acres of land adjacent to the subject airport, for protection of approaches and other imaginary surfaces. The sponsor for the proposed property acquisition is the Port of Portland. Enclosed is a drawing which shows the location of the land included in ADAP requests 4 & 5. We would appreciate any comments you may have concerning compatibility of this acquisition with proposed highway development in the area. Please note that proposed Highway I-205 is shown on the drawing. We would appreciate your comments by April 30.

Sincerely,

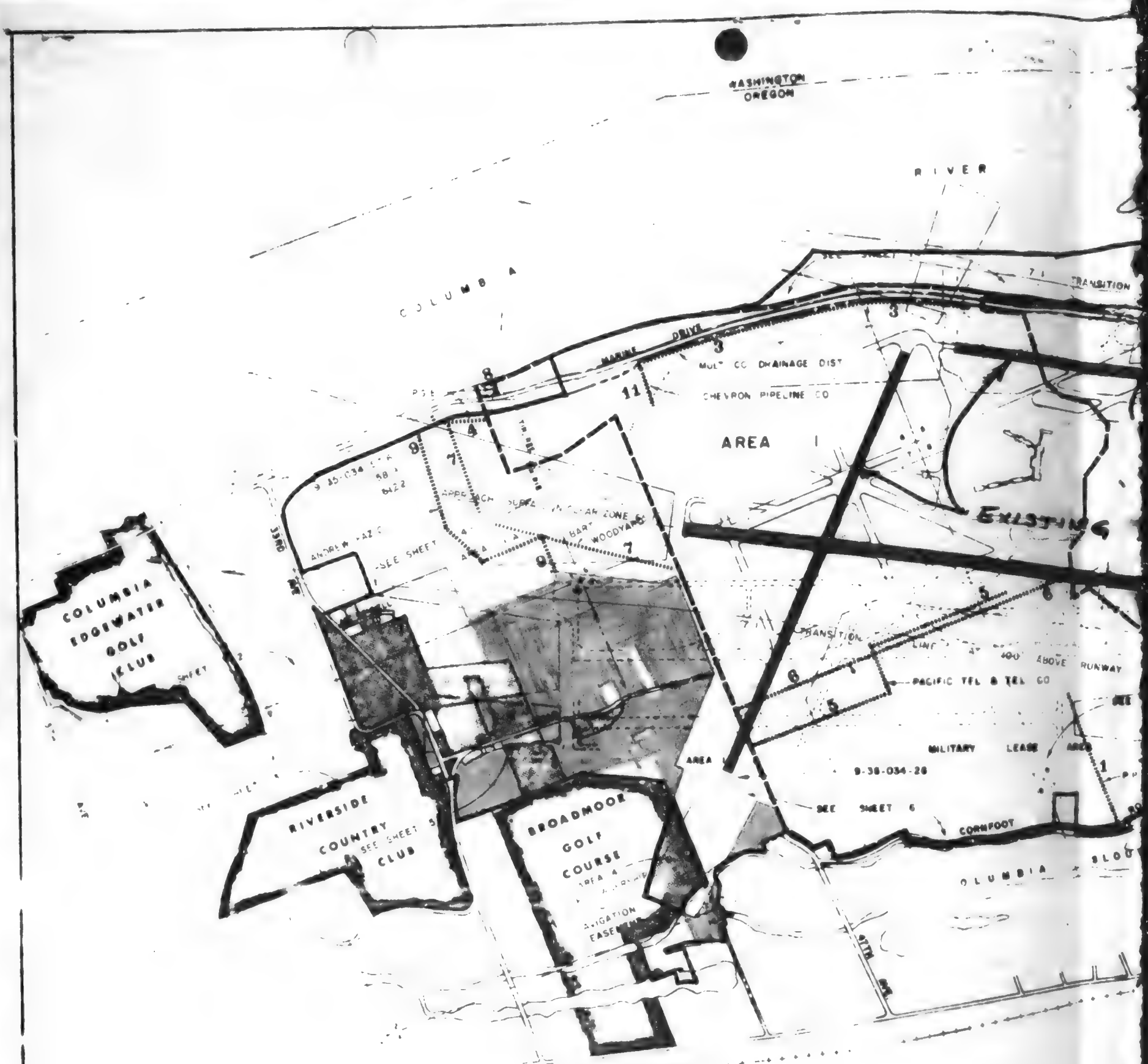
ORIGINAL SIGNED BY
James M. Cox

JAMES M. COX
Chief, Airports Engineering Branch

Enclosure

cc:
Tom Edwards (w/cy sketch)

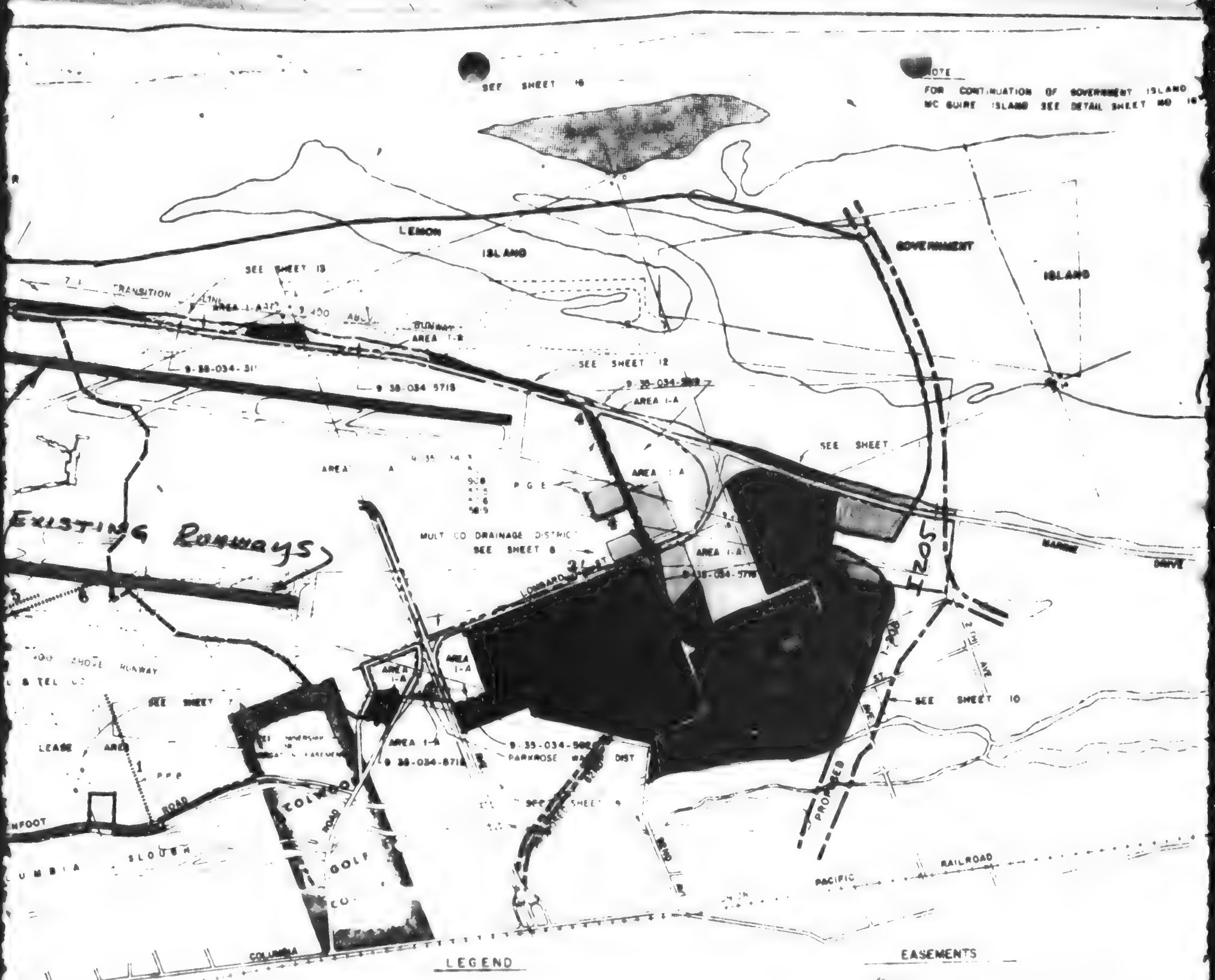
RECEIVED
MAR 22 1972
OFFICE OF
STATE HIGHWAY ENGINEER




NOTE:

STREETS WITHIN THE AIRPORT BOUNDARY TO BE VACATED OR RELOCATED AS EXPANSION TOWARD ULTIMATE BOUNDARY LINES REQUIRES

1. ELROD ROAD
2. LOMBARD ST
3. CORNFOOT ROAD
4. ALDERWOOD ROAD
5. ALDERWOOD [illegible]
6. SARATOGA ST
7. 33RD AVE
8. 82ND AVE
9. 96TH AVE
10. MARINE DRIVE
11. MC CONNELL ROAD




## LEGEND

- ORIGINAL AIRPORT PROPERTY LINE
- EXISTING AIRPORT PROPERTY LINE
- PROPOSED AIRPORT PROPERTY LINE
- EXISTING FACILITIES & FEATURES
- FUTURE FACILITIES
- CLEAR ZONES
- TARY LEASE LINE
- SECTION LINES
- LAND ACQUIRED OR TO BE ACQUIRED (FEE) THIS PROJECT
- STATE BOUNDARY
- EASEMENTS
- PROPOSED 82ND DR & I-205 R/W
- GOLF COURSE BOUNDARIES
- ORIGINAL AIRPORT PROPERTY
- PRESENTLY OWNED, LAND ACQUIRED WITH FEDERAL A.D. UNDER PREVIOUS FAAP PROJECTS
- FEE OWNERSHIP OR AVIGATION EASEMENT (8.75 AC.) FAAP PROJECT NO 9-38-034-26 (SPECIAL CONDITION NO. 18)
- LAND OWNED, REIMBURSEMENT FOR FEE ACQUISITION PROJECT 8-41-0048-04 (ACQUIRED ON OR BEFORE MAY 20, 1970) WITH THE EXCEPTION OF GOVERNMENT AND LEMON ISLAND
- LAND TO BE ACQUIRED (FEE) FUTURE PROJECT

ADAP 05

AREA 1
AREA 1-A
AREA 14

## EASEMENTS

1 TO PACIFIC POWER & LIGHT CO - OVERHEAD POWER LINE
2 TO PARKROSE WATER DISTRICT - WATER MAIN
3 TO MULTNOMAH COUNTY DRAINAGE DISTRICT NO. 1 DRAINAGE DITC
4 TO PORTLAND GENERAL ELECTRIC CO - UNDERGROUND POWER CAB
5 & 6 TO PACIFIC TELEPHONE & TELEGRAPH CO
7 TO BART WOODYARD - WATER MAIN
8 TO PORTLAND GENERAL ELECTRIC CO - OVERHEAD POWER LINES
9 TO ANDREW FAZIO - SEWER LINE
10 ALL AIRPORT PROPERTY SUBJECT TO RULES & REGULATIONS OF MULTNOMAH COUNTY DRAINAGE DISTRICT NO
11 TO CHEVRON PIPELINE CO

# THE PORT OF PORTLAND

PORTLAND OREGON

PORTLAND INTERNATIONAL AIRPORT

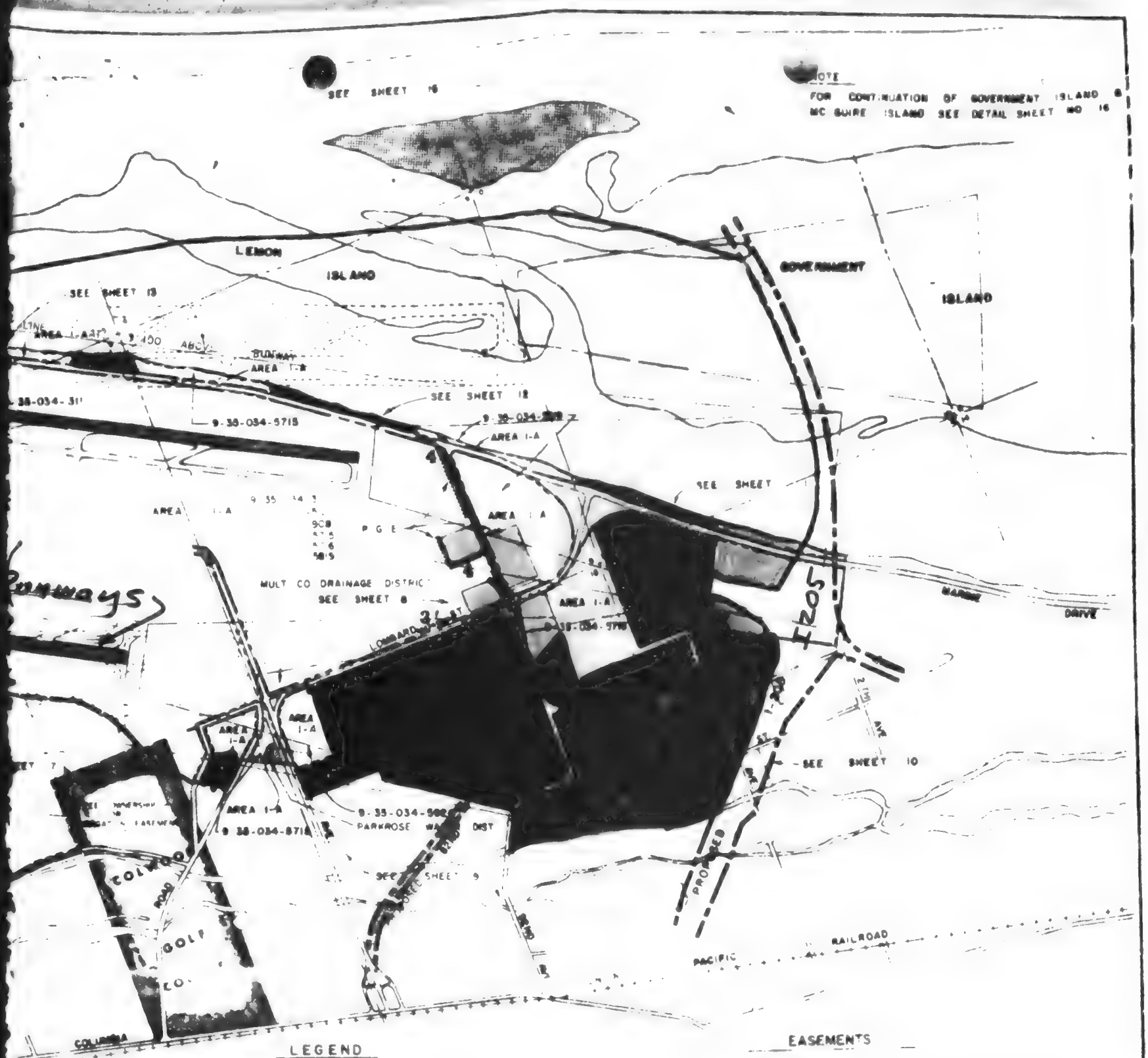
EXHIBIT A

ADAP PROJECT NO. 9-38-0046

AVIATION

1" = 1000'

FIA 71-124




## LEGEND

- ORIGINAL AIRPORT PROPERTY LINE
- EXISTING AIRPORT PROPERTY LINE
- PROPOSED AIRPORT PROPERTY LINE
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- FUTURE FACILITIES
- CLEAR ZONES
- TEMPORARY LEASE LINE
- SECTION LINES
- LAND ACQUIRED OR TO BE ACQUIRED (FEE) THIS PROJECT
- STATE BOUNDARY
- EASEMENTS
- PROPOSED 82ND DR & I-205 R/W
- GOLF COURSE BOUNDARIES
- ORIGINAL AIRPORT PROPERTY
- PRESENTLY OWNED, LAND ACQUIRED WITH FEDERAL A-D UNDER PREVIOUS FAAP PROJECTS
- FEE OWNERSHIP OR AVIGATION EASEMENT (18.75 AC.) FAAP PROJECT NO 9-38-034-26 (SPECIAL CONDITION NO 16)
- LAND OWNED, REIMBURSEMENT FOR FEE ACQUISITION PROJECT 8-41-0048-04 (ACQUIRED ON OR BEFORE MAY 20, 1970), WITH THE EXCEPTION OF GOVERNMENT AND LEMON ISLAND
- LAND TO BE ACQUIRED (FEE) FUTURE PROJECT

ADAP 05

ADAP 04

P P & L

AREA I

AREA I-A

AREA I-B

## EASEMENTS

2. TO PARKROSE WATER DISTRICT - WATER MAIN
3. TO MULTNOMAH COUNTY DRAINAGE DISTRICT NO 1 - DRAINAGE DITCHES
4. TO PORTLAND GENERAL ELECTRIC CO - UNDERGROUND POWER CABLES
5 & 6. TO PACIFIC TELEPHONE & TELEGRAPH CO - UNDERGROUND TELEPHONE CABLES
7. TO BART WOODYARD - WATER MAIN
8. TO PORTLAND GENERAL ELECTRIC CO - OVERHEAD POWER LINES
9. TO ANDREW FAZIO - SEWER LINE
10. ALL AIRPORT PROPERTY SUBJECT TO RULES & REGULATIONS OF MULTNOMAH COUNTY DRAINAGE DISTRICT NO
TO CHEVRON PIPELINE CO

# THE PORT OF PORTLAND

PORTLAND OREGON

PORTLAND INTERNATIONAL AIRPORT

EXHIBIT A

ADAP PROJECT NO 8-41-0048

| | | |
|---|---|---|
| DESIGNED | DRAWN KJH | CHECKED DWF |
| SUBMITTED | APPROVED | |
| FOR NO. 205 | Division Aviation | |
| AVIATION | PROJECT ENGINEER | |
| DATE | SCALE 1" = 1000' | DRAWING NO PIA 71-124 |

3905

RECEIVED
MAR 22 1972
FOR FILING

March 22, 1972

Chief, Air Traffic Division
Federal Aviation Agency Building
Boeing Field
Seattle, Washington 98108

Dear Sir:

FAA Determination
Columbia River Bridge
Columbia River-Sandy Blvd. Section
East Portland Freeway (I-205)
Multnomah County

It has been brought to my attention that Aeronautical Study No. SEA-OE-68-145, "Determination of No Hazard to Air Navigation" (issued April 18, 1969) for the I-205 bridge over the Columbia River had an expiration clause which we had overlooked.

Since the original submittal, a minor alignment change was made which flattened the curve over the main channel--this would move the line slightly away from the airport; in addition, a grade revision was made southerly of the original runway control point. The Port of Portland has moved the proposed runway westerly, thus revising the position of the glide path control points both horizontally and vertically. This would most likely move the airport reference point a short distance.

This was discussed with your Mr. McKnight by telephone and he advised us to submit a revised Form 7460 with a plan and profile for review, with the hope that an extension can be granted to the original determination. We are considering the use of 30-foot high lineal lighting on the structure as indicated on the profile; this will encroach further into the horizontal surface near the Washington shore and could cause concern in that regard.

We would like your thoughts on this and advice on any problems which may be present. If additional data is needed, please let me know.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

Enc.

cc R. L. Carroll

bc George M. Baldwin
Tom Edwards
E. S. Hunter
A. E. Johnson
F. L. Hall
Walt Hart
H. S. Coulter

AO:1 a

FEDERAL AVIATION AGENCY

# NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

*(See instructions on reverse)*

*Form Approved.*
*Budget Bureau No. 04-R001.2*

*FOR FAA USE*

AERONAUTICAL STUDY NO.

1. NAME OF INDIVIDUAL, COMPANY, CORPORATION, ETC., PROPOSING CONSTRUCTION OR ALTERATION DESCRIBED BELOW

Oregon State Highway Department

2. ADDRESS *(Number, street, city, state, and zip code)*

State Highway Building, Salem, Oregon 97310

3. TYPE OF STRUCTURE *(Complete both A and B below)*

| | | |
|---|---|---|
| A. | X | NEW CONSTRUCTION |
| | | ALTERATION *(Change in height only)* |
| B. | X | PERMANENT |
| | | TEMPORARY |

4. NATURE AND COMPLETE DESCRIPTION OF STRUCTURE

This work consists of construction of an 8-lane interstate freeway (I-205) with a median verying from 23 feet to 56 feet in width.

5. LOCATION OF STRUCTURE

*(Attach a highway, street, or any other appropriate map or scaled drawing showing the relationship of the construction site to the nearest airport(s).)*

| A. LATITUDE *(To nearest second)* | B. LONGITUDE *(To nearest second)* | C. NEAREST CITY OR TOWN, AND STATE | D. FROM NEAREST CITY OR TOWN | |
|---|---|---|---|---|
| | | | DISTANCE | DIRECTION |
| ° ' " | ° ' " | Portland, Oregon | 6 miles | Northeast |

| E. NAME OF NEAREST AIRPORT, HELIPORT, OR SEAPLANE BASE | F. FROM NEAREST POINT OF NEAREST RUNWAY | |
|---|---|---|
| | DISTANCE | DIRECTION |
| Portland International Airport | 3,050 | Easterly |

G. DESCRIPTION OF LOCATION SITE WITH RESPECT TO HIGHWAYS, STREETS, AIRPORTS, PROMINENT TERRAIN FEATURES, EXISTING STRUCTURES, ETC. *(If more space is required, continue on a separate sheet of paper, and attach to this notice.)*

I-205 crossing of Columbia River easterly of Portland International Airport as indicated on the attached sketch map and profile.

| 6. HEIGHTS AND ELEVATION *(Complete A, B, and C)* | Feet | 7. WORK SCHEDULE DATES |
|---|---|---|
| A. ELEVATION OF SITE ABOVE MEAN SEA LEVEL | | WILL START |
| B. HEIGHT OF STRUCTURE INCLUDING APPURTENANCES AND LIGHTING (IF ANY) ABOVE GROUND, OR WATER IF SO SITUATED | 218 | October, 1976 |
| C. OVERALL HEIGHT ABOVE MEAN SEA LEVEL *(A plus B)* | 221 | WILL COMPLETE<br>June, 1979 |

| 8. OBSTRUCTION MARKINGS | YES | NO |
|---|---|---|
| THE COMPLETED STRUCTURE WILL BE: | | |
| A. MARKED AS SPECIFIED IN THE FAA OBSTRUCTION MARKING AND LIGHTING MANUAL | X | |
| B. LIGHTED AS SPECIFIED IN THE FAA OBSTRUCTION MARKING AND LIGHTING MANUAL | X | |

CERTIFICATION: I hereby certify that all of the above statements made by me are true, complete, and correct to the best of my knowledge.

| DATE | NAME AND TITLE OF PERSON MAKING THIS APPLICATION *(Print or type)* | SIGNATURE *(In Ink)* |
|---|---|---|
| 3/20/72 | FRANK L. HALL<br>DESIGN ENGR. | Frank L. Hall |

*The penalty for persons who knowingly and willfully fail to comply with the provisions of the Federal Aviation Regulations, Part 77, are liable to a fine of $500.00 for the first offense, with increased penalties thereafter, as provided by Section 902(a) of the Federal Aviation Act of 1958 as amended.*

FAA Form 117 (3-65) OBSOLETE PREVIOUS EDITIONS

0052-012-0000 (7460)

8905

RECEIVED
MAR 2 - 1972
FOR FILING

Edwards
COMPLETE
3-1
3-2-72
REFERRED TO
[signature]
BY DEPUTY STATE HIGHWAY ENGINEER

February 25, 1972

Mr. D. K. Ford
Port of Portland
P. O. Box 3529
Portland, Oregon 97208

Re: Acquisition of Land for Airport Expansion
PNRS 17252 2 030

Dear Mr. Ford:

This is to notify you that the State Clearinghouse has completed the review of this program.

Your notice of intent was referred to the appropriate state agencies. All respondents indicated concurrence and approval. The following agencies commented:

Department of Agriculture
"The proposed expansion of the Portland airport by the Port of Portland is a necessary step needed to better serve the needs of the area. Not to be overlooked is the need for expanded air cargo which could provide Oregon agriculture with fast, efficient transportation for many specialty crops common to the area."

Oregon State Highway Division
"We have been in contact with the Port throughout the development of our I-205 corridor which passes along the easterly edge of their project. It is assumed that at this stage, any problems of conflict between the Port and the Highway Division have been satisfactorily resolved."

Local Government Relations Division

"We urge the Port of Portland to coordinate closely with the Oregon State Highway Department on the acquisition of any property which lies both in the right-of-way of I-205 and the airport acquisition area. Such lands should be acquired in a joint action whenever possible to reduce the impact and inconvenience on the property owners as well as reduce the possibility of tying up the property in condemnation proceedings by one agency which could delay the project of the other agency."

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency. Comments of the appropriate local reviewing agencies should also be included.

Sincerely,

Cleighton Penwell

Enc:
bcc: LGRD (Dist. 2)
CRAG

RECEIVED
FEB 2[illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

8905

RECEIVED
FEB 28 1972
FOR FILING

February 25, 1972

Mr. Robert L. Nordlander
Director of Public Works
Multnomah County
2115 S. E. Morrison Street
Portland, OR 97214

Dear Mr. Nordlander:

Re: Airport Road Extension
Columbia River-Sandy Blvd.
Section
East Portland Freeway (I-205)
Multnomah County

We have been contacted by Mr. Dennis Lindsay, attorney for property owners east of I-205 at the Airport Interchange, and by Mr. Widing, one of the property owners, concerning a revision in the alignment of the crossroad east of the freeway.

The location of this roadway was controlled by the existing Marine Drive dike, and the alignment is as requested by the Port of Portland and Multnomah County. The design and construction of the roadway west of the interchange will be the responsibility of the Port of Portland. The extension east from the interchange will be under the jurisdiction of Multnomah County.

We have investigated the possibility of a revision in alignment which would miss the house adjacent to the lake; however, this materially affects the alignment of the tangent to the east and may be objectionable to you.

In order to resolve this and preclude continued problems as other properties become involved, it would be desirable for you to finalize your design sufficiently to determine the approximate routing and right-of-way requirements at least as far east as 122nd Avenue.

If you have any questions, please call me.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

ADO:jh 1a
bc George M. Baldwin
Tom Edwards
E. S. Hunter
F. L. Hall
H. S. Cox
H. S. Coulter

8905

RECEIVED
FEB 14 1972
FILING

February 11, 1972

Federal Aid Coordination Unit
301 Public Service Building
Salem, OR 97310

4717

Gentlemen:

Re: PNRS #7202 2 030
Acquisition of Land for
Airport Expansion

We have reviewed the Notice of Intent for the subject project as proposed by the Port of Portland and we have no objection to the proposal.

We have been in contact with the Port throughout the development of our I-205 corridor which passes along the easterly edge of their project. It is assumed that at this stage, any problems of conflict between the Port and the Highway Division have been satisfactorily resolved.

We appreciate the opportunity to review this Notice of Intent.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

WHT:dg dg

cc George M. Baldwin
Tom Edwards
R. E. Royer
L. H. Young
F. L. Hall

NOTICE OF INTENT

January 28, 1972

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency The Port of Portland — Box 3529, Portland, Oregon 97208 (Address)

Contact Person D. K. Ford or E. R. Arnold — (503) 233-8331 (Phone)

1. Project Location

Administrative District 2 City Portland

County Multnomah Special Districts(s) (if applicable) Port of Portland

Other affected jurisdictions/agencies

2. Federal Program

Common Program Name Airport Development Aid Program (ADAP)

Authorizing Legislation (Public Law No. and Title) Airport & Airway Development Act of 1970 (P.L. 91-258, dated May 21, 1970)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Federal Aviation Administration

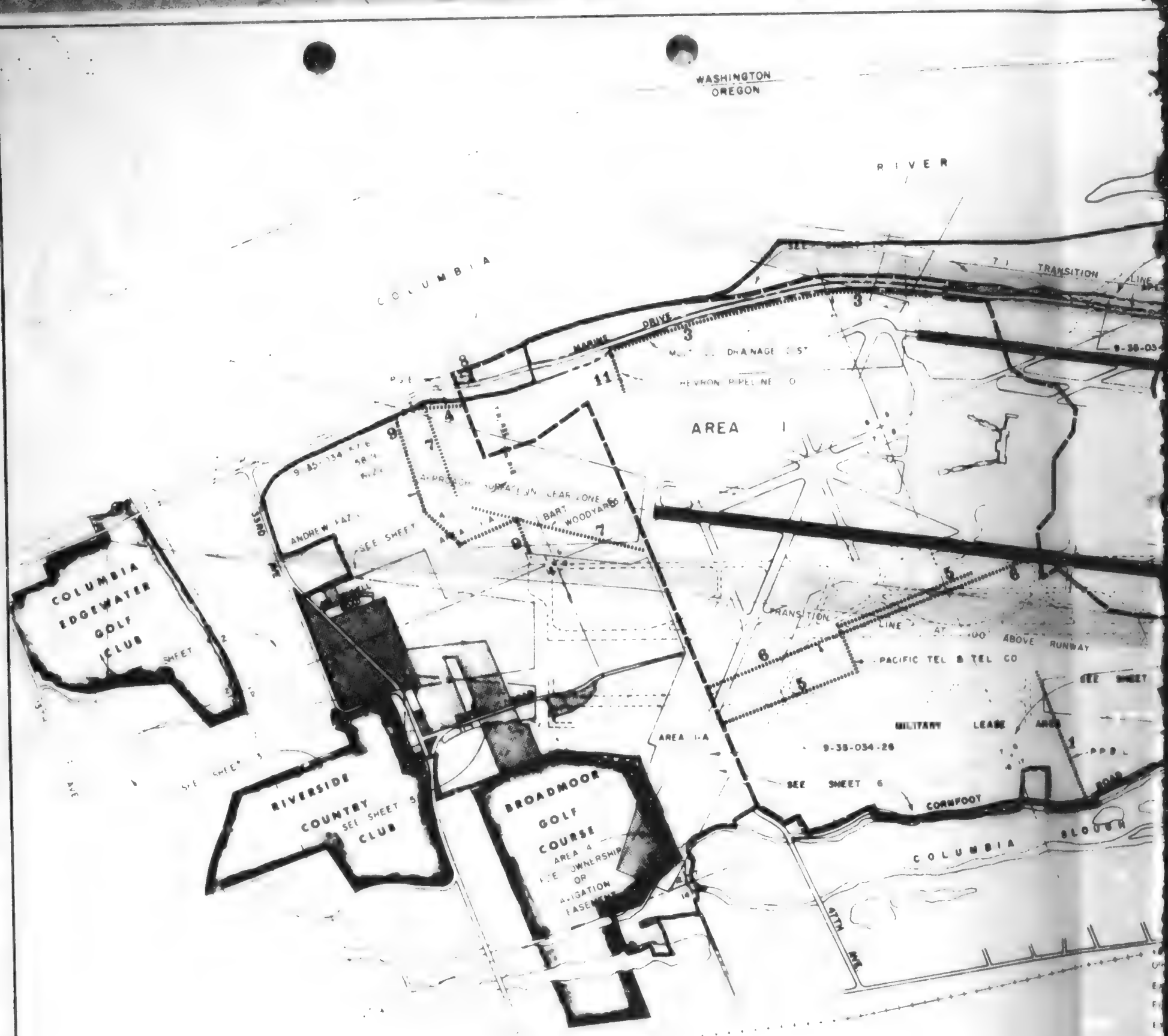
3. Estimated Project Cost

| | | | |
|---|---|---|---|
| Federal Share | Loan Grant | $ 4,731,100 | Source of State Agency Share (if any) None |
| Local Applicant Share | | 3,768,900 | |
| *State Agency Share | | None | Other Funds (specify) None |
| Other (specify) | | None | |
| TOTAL | | $ 8,500,000 | *Total State Agency Share None |

4. Estimated Application Filing Date March 1, 1972

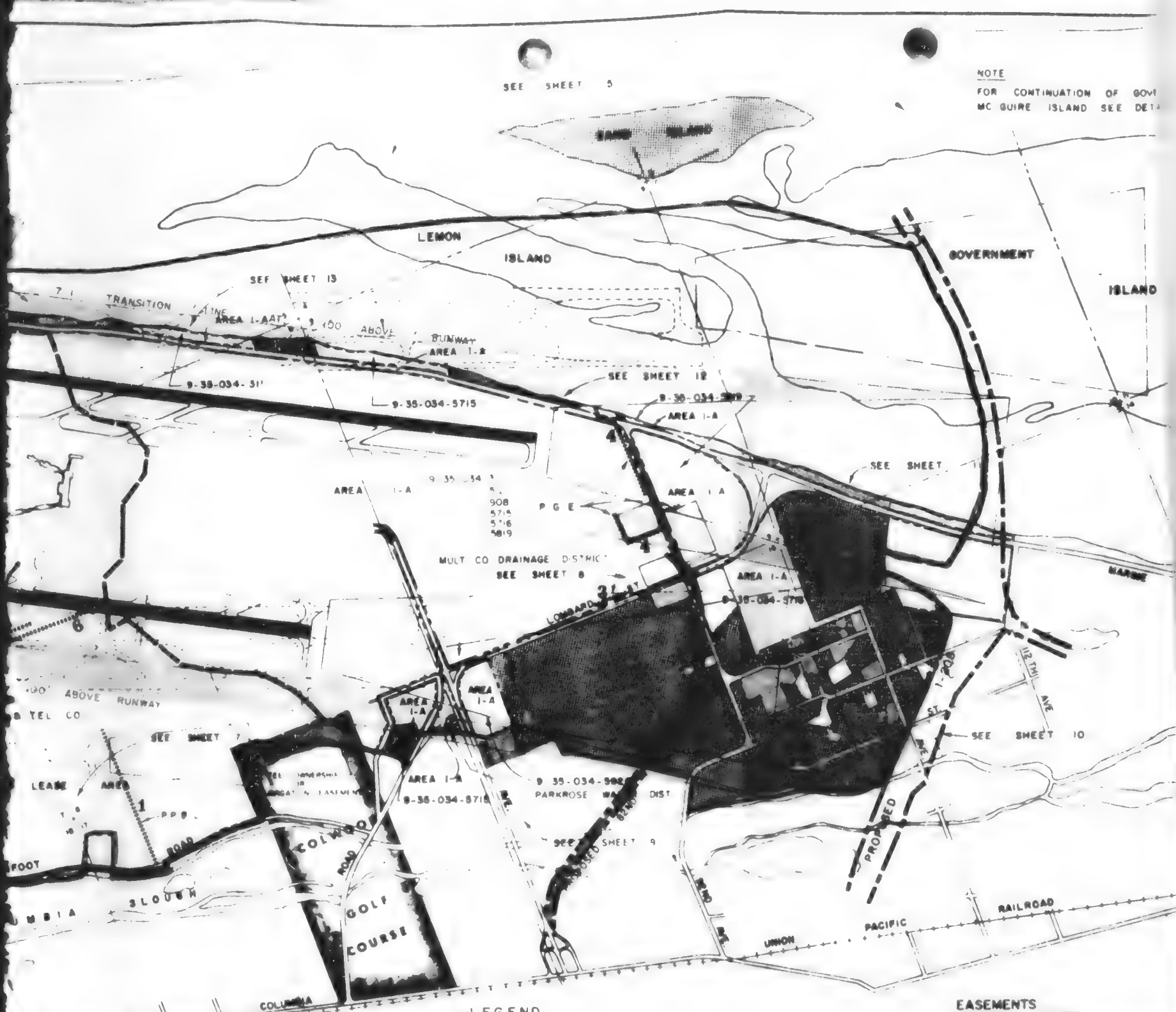
5. Project Description

This project covers the acquisition of land needed for the airport and necessary clearing of the land for environmental enhancement until such time the land is included in a construction project. See attached "Summary Description" for additional justification.




NOTE:

STREETS WITHIN THE AIRPORT BOUNDARY TO BE VACATED OR RELOCATED AS EXPANSION TOWARD ULTIMATE BOUNDARY LINES REQUIRES




## LEGEND

- ORIGINAL AIRPORT PROPERTY LINE
- EXISTING AIRPORT PROPERTY LINE
- PROPOSED AIRPORT PROPERTY LINE
- EXISTING FACILITIES & FEATURES
- FUTURE FACILITIES
- CLEAR ZONES
- MILITARY LEASE LINE
- SECTION LINES
- LAND ACQUIRED OR TO BE ACQUIRED (FEE) THIS PROJECT
- STATE BOUNDARY
- EASEMENTS
- PROPOSED 82ND DR & 205 R/W
- GOLF COURSE BOUNDARIES
- ORIGINAL AIRPORT PROPERTY
- PRESENTLY OWNED, LAND ACQUIRED W/ H FEDERAL AID UNDER PREVIOUS FAAP PROJECTS
- FEE OWNERSHIP OR AVIGATION EASEMENT (8.75 AC) AAP PROJECT NO 9-35-034-26 (SPECIAL CONDITION NO 6)
- LAND OWNED, REIMBURSEMENT FOR FEE ACQUISITION PROJEC 8-41-0048-04 (ACQUIRED ON OR BEFORE MAY 20, 1970), WITH THE EXCEPTION OF GOVERNMENT AND LEMON ISLAND
- LAND TO BE ACQUIRED (FEE) FUTURE PROJECT

E P B

AREA

AREA A

AREA A

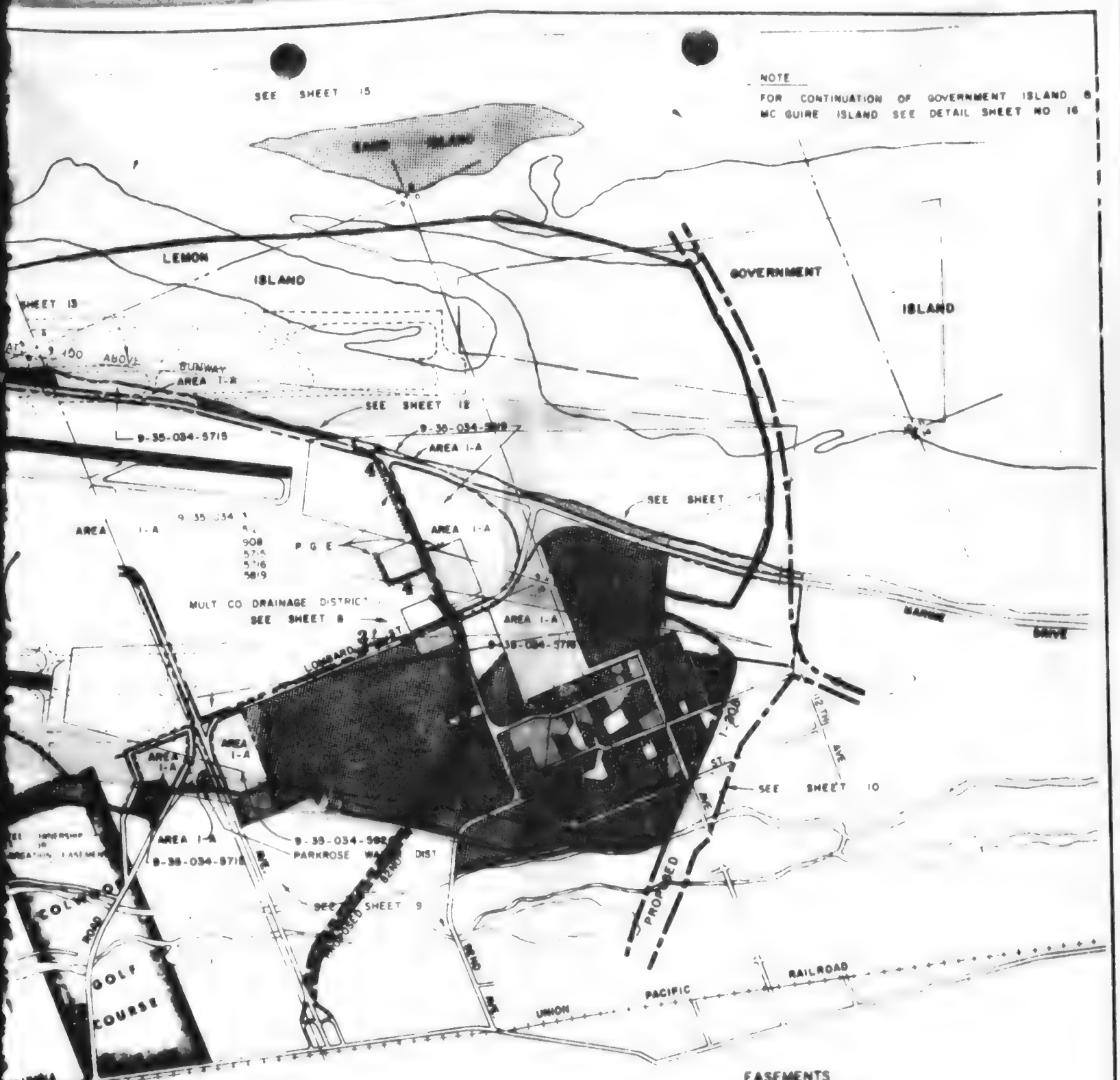
## EASEMENTS

1 TO PACIFIC POWER & LIGHT CO - OVERHEAD POWER
2 TO PARKROSE WATER DISTRICT - WATER MAIN
3 TO MULTNOMAH COUNTY DRAINAGE DISTRICT NO 1 -
4 TO PORTLAND GENERAL ELECTRIC CO - UNDERGROUND
5 & 6 TO PACIFIC TELEPHONE & TELEGRAPH CO - UNDERGRO
7 TO BART WOODYARD - WATER MAIN
8 TO PORTLAND GENERAL ELECTRIC CO - OVERHEAD POW
9 TO ANDREW FAZIO - SEWER LINE
10 ALL AIRPORT PROPERTY SUBJECT TO RULES & REGULATION
MULTNOMAH COUNTY DRAINAGE DISTRICT NO 1
TO CHEVRON PIPELINE CO

THE PORT OF PORTL
PORTLAND OREGON

PORTLAND INTERNATIONAL AIRP
EXHIBIT A
ADAP PROJECT NO. 8-41-0048

| | | |
|---|---|---|
| DESIGNED BY | DRAWN BY K.M. | CHECK |
| SUBMITTED BY | APPROVED BY | |
| FE NO 5804 DESIGN DIVISION MGR. | DIRECTOR, AVIAT | |
| RECOMMENDED BY AVIATION | | |
| DATE | SCALE 1" = 1000 | DRAWING NO PIA 7 |




## LEGEND

- AIRPORT PROPERTY LINE
- AIRPORT PROPERTY LINE
- ED AIRPORT PROPERTY LINE
- FACILITIES & FEATURES
- FACILITIES
- ZONES
- Y LEASE LINE
- N LINES
- QUIRED OR TO BE ACQUIRED (FEE) THIS PROJECT
- BOUNDARY
- NTS
- SED 82ND DR & I-205 R/W
- OURSE BOUNDARIES
- AL AIRPORT PROPERTY
- NTLY OWNED, LAND ACQUIRED WITH FEDERAL IDER PREVIOUS FAAP PROJECTS
- WNERSHIP OR AVIGATION EASEMENT (18.75 AC.) FAAP CT NO 9-35-034-26 (SPECIAL CONDITION NO 6)
- OWNED, REIMBURSEMENT FOR FEE ACQUISITION PROJECT 0048-04 (ACQUIRED ON OR BEFORE MAY 20, 1970), THE EXCEPTION OF GOVERNMENT AND LEMON ISLAND
- TO BE ACQUIRED (FEE) FUTURE PROJECT

P P & L

AREA

AREA A

AREA 4

## EASEMENTS

1 TO PACIFIC POWER & LIGHT CO - OVERHEAD POWER LINE
2 TO PARKROSE WATER DISTRICT - WATER MAIN
3 TO MULTNOMAH COUNTY DRAINAGE DISTRICT NO 1 - DRAINAGE DITCHES
4 TO PORTLAND GENERAL ELECTRIC CO - UNDERGROUND POWER CABLES
5 & 6 TO PACIFIC TELEPHONE & TELEGRAPH CO - UNDERGROUND TELE CABLE
7 TO BART WOODYARD - WATER MAIN
8 TO PORTLAND GENERAL ELECTRIC CO OVERHEAD POWER LINES
9 TO ANDREW FAZIO - SEWER LINE
10 ALL AIRPORT PROPERTY SUBJECT TO RULES & REGULATIONS OF MULTNOMAH COUNTY DRAINAGE DISTRICT NO
11 TO CHEVRON PIPELINE CO

# THE PORT OF PORTLAND

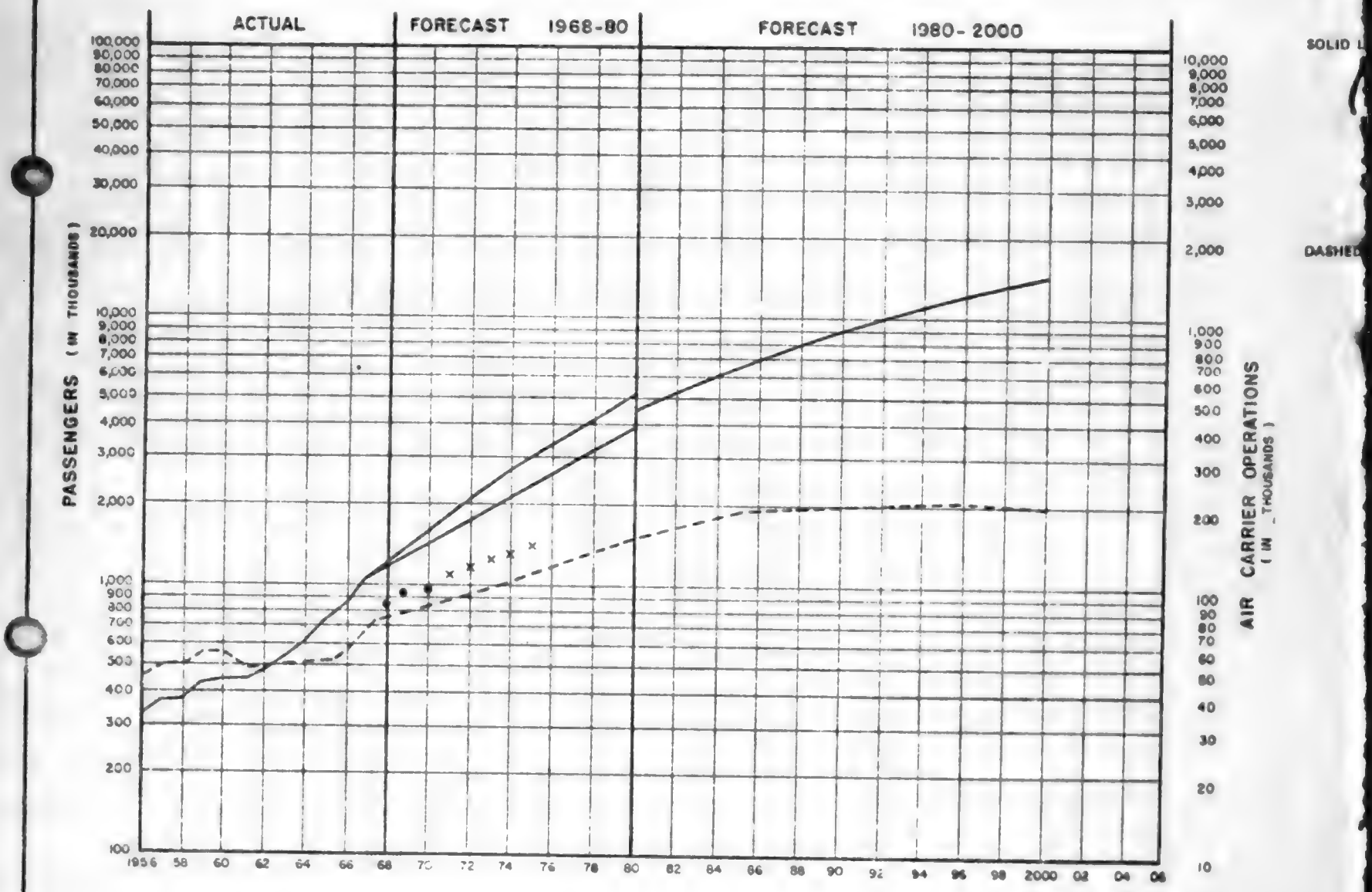
PORTLAND OREGON

PORTLAND INTERNATIONAL AIRPORT

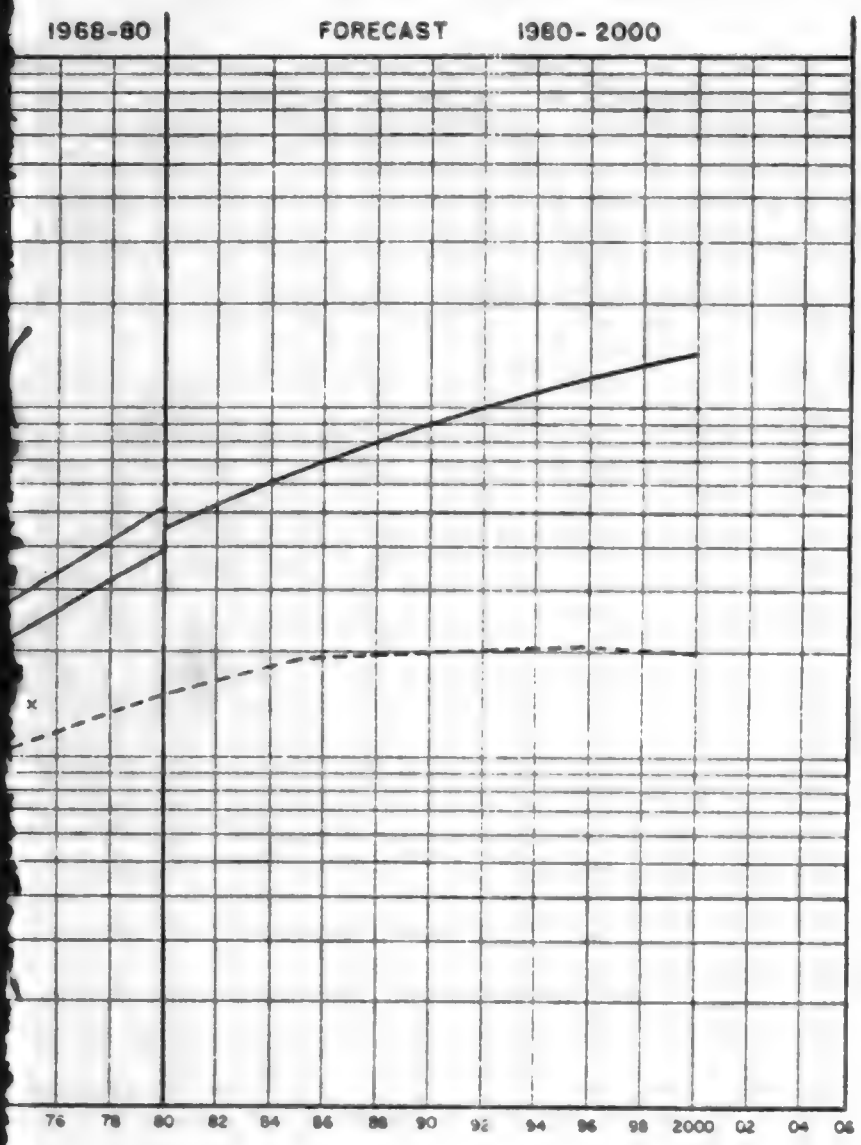
EXHIBIT A

ADAP PROJECT NO 8-41-0048

| | | |
|---|---|---|
| DESIGNED BY | DRAWN BY K.M. | CHECKED BY DKF |
| RECOMMENDED BY AVIATION | | APPROVED BY DIRECTOR, AVIATION |
| DATE | SCALE 1" = 1000 | DRAWING NO PIA 71-124 16 |




AIR CARRIER OPERATIONS
ENPLANED PASSENGERS




RIER OPERATIONS
) PASSENGERS

**SOLID LINE** FORECAST OF ENPLANED PASSENGERS (READ LEFT HAND SCALE)

UPPER LINE TO 1980 IS HIGH RANGE OF FORECAST

LOWER LINE TO 1980 IS LOW RANGE OF FORECAST

LINE RUNNING FROM 1980 TO 2000 IS MEDIAN OF FORECAST

**DASHED LINE** FORECAST OF AIR CARRIER OPERATIONS (READ RIGHT -HAND SCALE)

THE DECLINE IN 1960 WAS CAUSED BY THE ADVENT OF JETS CAPABLE OF CARRYING MORE PASSENGERS PER FLIGHT THAN THE PROPELLER PLANE THEY REPLACED

THE INCREASE IN 1967 WAS CAUSED BY THE ADDITIONAL SERVICE PROVIDED BY THREE NEW CARRIERS

THE FORECAST FROM 1967 TO 2000 IS A TREND LINE AND WILL VARY, UP AND DOWN, AS IT DID IN 1960 AND 1967, WITH THE ARRIVAL OF NEW AIR CARRIERS AND LARGER AIRCRAFT

• ACTUAL OPERATIONS

× ESTIMATED COMBINED OPERATIONS OF SCHEDULED AIRLINES AND ITINERANT COMMERCIAL AIRCRAFT USED IN THE PAVEMENT EVALUATION

TABLE & INFORMATION TAKEN FROM
THE PORT OF PORTLAND SUBMISSION
FOR THE PUBLIC HEARING BEFORE
THE U.S. ARMY CORPS OF ENGINEERS
AUGUST 1, 1968

FIGURE B5

8905

RECEIVED
FEB 15 1972
FOR FILING

FORM E-30 (REV. 10-69)

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 9, 1972

**SUBJECT:**

**Access Study to Portland International Airport**

**To:**

**MEMO TO FILE**

**In attendance:**

Harry Siedentopf, FAA, Washington, D. C.
I. J. Church, Port of Portland
Ted Dec, FHWA, Region 10
Clyde Leighty, FHWA, Region 10
Richard Arenz, FHWA, Ore. Division
Ted Spence, Oregon DOT
William Dirker, Portland
Robert Baldwin, Multnomah County
William Gregg, TRI-MET
Robert Blensly, CRAG
Jerry Wood, CRAG
Robert Schroeder, OSHD
Robert E. Royer, OSHD
William Albright, OSHD
Al Benkendorf, Port of Portland
Dave Fredrikson, Port of Portland

Mr. Siedentopf outlined briefly his thoughts regarding the possibility of improving access to the PIA. Nothing concrete has been determined as to the funding which may be available at the Federal level. At this time, he has not approached his superiors to request support for such a study. He is visiting Portland to get a feel as to what the city and port consider as their urgent access needs and the manner in which those needs could be resolved. His thinking is along the lines of TOPICS type improvements to improve existing deficiencies as short-term relief. Not being certain of FAA attitudes, he suggested FAA might offer financial assistance in construction of such projects as improved signalization, conversion of two-way streets to one-way couplets, intersectional widening and other minor improvements to the existing street network. He was not positive whether or not FAA would assist in the funding of a study to determine areas where improvements could be made. He was of the opinion that FAA would assist in the implementation, however, the percent of FAA participation was unknown.

NOTED
R. L. SCHROEDER

BP*52478-724

He questioned that City of Portland and other local agencies as to whether they could divert existing TOPICS monies for such projects. Mr. Dirker stated that the city would not be interested in using funds allocated to their TOPICS program. They have many needs for TOPICS projects throughout the city and would not feel inclined to alter their priorities to include PIA corridors when there are more pressing needs elsewhere.

In the general discussion, it was recognized that some improvements could be made which would offer temporary relief of access to and from the PIA. However, unless FAA or some other Federal agency would fund the initial study as well as the implementation of recommendations coming out of such a study, the local agencies could not get too enthusiastic.

Mr. Siedentopf indicated he would pursue the matter further back in Washington, D. C. He will also inform us as to the possibility of Portland being selected for a national demonstration project to evaluate means of improving access to major airports.

A meeting concerning this subject will be held at the Port of Portland offices on Monday, February 14 at 1:30 PM to pursue the subject further. Mr. Siedentopf will probably not attend this meeting.

William D. Albright
Transportation Studies Engineer

WDA:ap
cc: George M. Baldwin
R. L. Schroeder

RECEIVED
FEB 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

8205

SVERDRUP & PARCEL AND ASSOCIATES, Inc.

February 7, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Walter J. Hart
Bridge Engineer

Gentlemen:

Subject: I-205 Columbia River Bridge
Bridge 9555

We have received the three documents concerning the revised runway location, which were forwarded by your letter dated December 23, 1971. Assuming the coordinate grids for the airport and for I-205 are the same and using the Airport's factors for geodetic dimensions and bearings, we have verified the intersection of the edge of the 50-to-1 ILS Approach Surface with the centerline of I-205.

The increased vertical clearance between the Approach Surface and the bridge will permit the use of a 40-foot mounting height of bridge lighting units compared with the 30-foot height specified on Exhibit F of our agreement. We find that if a 40-foot height is acceptable, the bridge can be lighted by a single line of light poles located on the median barrier. The poles would have twin mast arms providing a light over each roadway and would be spaced at approximately 190 feet. Light poles on the outside parapet barriers would only be required on the widened portion of the north end of the bridge near the SR-14 interchange.

We believe that a single line of 40-foot high light poles is preferable to three lines of 30-foot high light poles from the standpoint of both esthetics and economy. Although other imaginary surfaces than the 50-to-1 ILS Approach Surface are affected, it is recommended that a revised FAA permit be requested.

Very truly yours,

SVERDRUP & PARCEL AND ASSOCIATES, Inc.

R. Jack Allen

R. Jack Allen, P. E.
Project Engineer

NOTED
E. S. HUNTER

RECEIVED
FEB 8 1972
BRIDGE DIVISION

cc: H. Scott Coulter

8905

action: DK FORD
info: LD Thompson
BJ Freeman
RE Humiston
IJ Church

240-1.1
825

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

NORTHWEST REGION
FAA BUILDING, BOEING FIELD
SEATTLE, WASHINGTON 98108

27 JAN 1972

'72 JAN 28 AM 7:43

THE PORT OF PORTLAND

Mr. I. James Church
Director of Aviation
The Port of Portland
P. O. Box 3529
Portland, OR 97208

Subject: Eligibility of Land Acquisition Under the Airport and Airway Development Act of 1970

Dear Mr. Church:

This will confirm the present FAA policy concerning land acquisition as discussed on 20 January 1972 with Mr. R. E. Humiston, Mr. L. D. Thompson, Mr. Brian Freeman, and Mr. D. K. Ford. We are enclosing a copy of Notice 5100.136 which will provide interim guidance on the eligibility of land acquisition, and sets forth agency goals pertaining thereto. We call your attention to paragraph 6 which states:

> Whenever possible, FAA personnel shall encourage sponsors of proposed development projects to include enough land, or interests in land or airspace, to meet not only the minimum requirements as set forth in the standards for the proposed development, but also to accommodate future development of the airport required to realize its ultimate role.

The specific question discussed during the 20 January 1972 meeting was the acquisition of land for the approach to Runway 28L. Paragraph 7a of Notice 5100.136 encourages sponsors to acquire land or the interests therein with control (ownership) necessary to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations to meet both current and anticipated development at the airport. Land acquisition shall take into account the land needed to respect existing property lines as well as boundaries created by nature such as rivers and man-made development such as railroads, highways, etc. Judgment should be used in dealing with such natural and man-made items when at the extreme of the airport property.

The dimensions cited in Notice 5100.136 are to be considered as desirable minimums. It is both reasonable and desirable to acquire extended clear zone land for the approach to Runway 28L at this time, providing you have the financial capability to do so. You are further encouraged to acquire extended clear zones to the natural boundaries. In the case of Runway 28L, the freeway, I-205, is a logical boundary.

Paragraph 6 of the referenced notice also encourages acquisition of property required for the airport to realize its ultimate role in the National Airport System. Enclosed is a copy of Notice 5100.139 which clarifies the hearing requirement of 16(d) of the Airport and Airway Development Act.

Sincerely,

James M. Cox

JAMES M. COX
Chief, Airports Engineering Branch

2 Enclosures

625

# NOTICE

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 5100.136

14 Dec 71

ADVANCE COPY RECEIVED
DEC 16 1971
BY NW-600 Rec'd

Cancellation Date: 1 Jun 72

SUBJ: ELIBIGILITY OF LAND ACQUISITION UNDER THE AIRPORT AND AIRWAY DEVELOPMENT ACT OF 1970

1. PURPOSE. This notice provides interim guidance as to the eligibility of land acquisition, and sets forth agency goals pertaining thereto.

2. DISTRIBUTION. This notice is for all addressees of the AS 5100 subject mailing list, to all Airports District Offices, and to Washington and Regional Airway Facilities (Branch Chiefs and above).

3. INTRODUCTION. In planning and developing existing and future airports, a primary concern is assuring the preservation and enhancement of the airport's longevity in the national system of airports. This concern underlies the question: When and how much land is needed, and when should it be acquired?

a. In an age of competing demands for available land, a sound program establishing airport needs for land acquisition on a feasible and timely basis is especially critical. The rapid increase in land values and the great concern now prevailing for assuring the airport's continuing compatibility with economic, social, and environmental aspects of area development make such a program essential. Land ownership and control offer the best assurance for establishing and continuing the orderly and timely development of the airport, its protection against changes in the local environment associated with other land uses, and its capability to meet and serve ultimate aeronautical requirements of the area.

b. Essential to this program is acquisition of the land to meet not only immediate and long-range (20 years) requirements, but also to provide at the earliest possible time the land required to continue the serviceable life of the airport which we know today to be at least 50 years.

4. BACKGROUND.

a. Although the acquisition of land for future airport development was eligible for Federal aid under the Federal Airport Act, land was generally programmed only when needed in conjunction with an active construction project, and generally only when required at an existing airport. This policy was dictated by the priorities made necessary due to limited funds appropriated for the

Distribution: AS 5100; FAS-1 (ALL EMPLOYEES); WRAF-3 Initiated By: AS-601

NOT TO BE TAKEN FROM C...

GPO 891-594

Federal-aid Airport Program (FAAP). As a result of these funding limitations, airport construction was accomplished in accordance with minimum standards, with less attention to anticipated growth and desired optimum facilities development. Presently, many airports are confronted with intolerable conditions from an aeronautical standpoint of limited operational capacity and cramped space for other operational needs. The neighboring areas surrounding these airports are also experiencing comparable frustrations. This situation will worsen with the passage of time.

b. Land for future development is specifically included within the definition of "airport development" in the Airport and Airway Development Act of 1970. Land for future airport development is defined in Order 5100.17 at par. 99b. Section 14 of this Act authorizes the Secretary to make grants for airport development by grant agreements with sponsors in aggregate amounts of not less than $280 million for each of the Fiscal Years 1971 through 1975. The greatly increased size of the program under this Act offers a much greater opportunity to overcome the deficiencies created in part by limitations on financial aid for present and future airport needs, and to acquire now, or in the immediate future, the land necessary to meet present and future long-range (20-year) requirements.

5. POLICY. The preservation and enhancement of airport longevity is essential to a viable national airport system adequate to anticipate and meet the needs of civil aeronautics. To this end, the acquisition of land for future as well as current airport development shall receive utmost consideration for inclusion in projects assisted under the Airport Development Aid Program (ADAP). It is expected that many of today's airports and all new airports will continue to provide aviation services at least through the mid 21st. century. The land acquired should recognize this goal. Such land areas should encompass the needs for expanded passenger and cargo facilities; fire, rescue and maintenance buildings; fuel farms, etc; and include all areas that can reasonably be expected to be used for any airport purpose.

6. ACTION. Whenever possible, FAA personnel shall encourage sponsors of proposed development projects to include enough land, or interests in land or airspace, to meet not only the minimum requirements as set forth in the standards for the proposed development, but also to accommodate future development of the airport required to realize its ultimate role.

7. LAND AREAS. Sponsors should be encouraged to establish a program of land acquisition which includes provisions for land areas described below, all of which areas shall be considered eligible for participation in the ADAP.

a. Acquire land or the interest therein with control (ownership) necessary to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations to meet both current and anticipated development at the airport. All surfaces referenced hereinafter are as defined in FAR Part 77. Any such land acquisition shall take into account, in addition to the dimensions specified, that land needed to respect existing property lines as well as boundaries created by nature such as rivers and man-made development such as railroads, highways, etc. Judgment should be used in dealing with such natural and man-made items when at the extremes of the airport property.

(1) At airports serving or anticipated to serve turbojet aircraft, such areas of land may extend up to 1250 feet laterally from the runway centerline, extending 5000 feet beyond each end of the primary surface.

(2) On existing or planned non-precision instrument runways, such areas of land may extend up to 750 feet laterally from the runway centerline, extending 3400 feet beyond each end of the primary surface.

(3) For an existing or planned visual runway, such areas of land may extend up to 500 feet laterally from the runway centerline, extending 2000 feet beyond each end of the primary surface.

b. Acquire land or any interest therein, or in the airspace, for protection in the approach surfaces (per FAR Part 77) to obtain vertical clearance 100 feet above the elevation of the runway ends.

c. Acquire land or the interest therein necessary to install any component of a landing aid, electronic or visual, for any airport regardless of whether the installation is financed totally or in part with Federal funds.

includes outer marker site.

d. Acquire sufficient lands for any airport facilities improvements to provide optimum clearances for not only the present needs, but more importantly, the airport's forecast role, contemplated in an approved master plan and airport layout plan.

The dimensions cited above are to be considered as desirable minimums. Where sponsors have the capability to acquire property which will satisfy the total ultimate forecast needs of their airport they should be advised to do so at this time.

8. INTEREST IN LAND. Although not required, sponsors should be encouraged to acquire the land areas described in paragraph 7 hereof in fee to obtain maximum control. The fee ownership would provide the measure of control necessary to meet the demands of changing technology and thus warrant Federal participation in the cost thereof.

9. WASHINGTON ACTION. The criteria and guidelines contained in the proposed Part 152 of the Federal Aviation Regulations and the Airport Development Aid Program (ADAP) Authority, Program Policy, Eligibility and Allowability Criteria (Book I), Order 5100.17, governing the eligibility of land acquisition for inclusion in a project, are being revised to provide for the above-named areas.

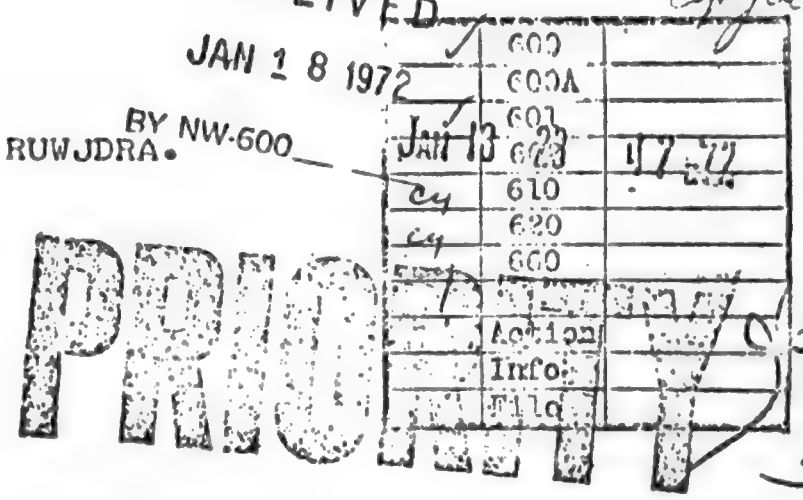
Chester G Bowers

CHESTER G. BOWERS
Director, Airports Service

N 5100.136

Directive Number
Sequential Number Assigned

NNNN•
F A A SEA
WE-8

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RUWTHPA/FAA CHICAGO
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RUWJDRA/FAA SEATTLE
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BT
UNCLAS ALRGNS-600. INFO ALRGNS-1. ALL REGIONS PASS TO AIRPORTS DISTRICT OFFICES.
NOTICE N 5100.139. SUBJECT: HEARING AND ENVIRONMENTAL STATEMENT IN LAND ACQUISITION AND REIMBURSEMENT. EFFECTIVE 18 JAN 72. CANCELLATION DATE 1 AUG 72. THERE IS AN APPARENT NEED TO CLARIFY WHEN THE HEARING REQUIREMENT OF SECTION 16(D) OF THE AIRPORT AND AIRWAY DEVELOPMENT ACT APPLIES TO A PROJECT INVOLVING ACQUISITION OF LAND AT AN EXISTING AIRPORT, AND WHAT TYPE OF ENVIRONMENTAL STATEMENT IS REQUIRED TO COMPLY WITH THE NATIONAL ENVIRONMENTAL POLICY ACT OF 1969 FOR THE SAME TYPE OF PROJECT. PENDING INCORPORATION IN PERMANENT DIRECTIVES, FOLLOWING PRINCIPLES SHALL BE OBSERVED. (1) WHEN THE

PAGE 2 RUEOGBA1496 UNCLAS
PROPOSED PROJECT INCLUDES LAND TO BE ACQUIRED, OR REIMBURSEMENT FOR LAND PREVIOUSLY ACQUIRED, FOR AN EXISTING AIRPORT, THE HEARING REQUIREMENT OF SECTION 16(D) WOULD NOT APPLY TO THAT PROJECT; (2) WHE THE PROPOSED PROJECT INCLUDES THE ACQUISITION OF LAND ON AN EXISTING AIRPORT FOR A NEW RUNWAY OR THE EXTENSION OF A RUNWAY OR REIMBURSEME FOR LAND PREVIOUSLY ACQUIRED FOR THE SAME PURPOSES, THE HEARING REQUIREMENT OF SECTION 16(D) IS NOT APPLIED TO THE PROJECT UNLESS IT ALSO INCLUDES THE CONSTRUCTION OF THE RUNWAY OR RUNWAY EXTENSION FOR WHICH THE LAND WAS OR IS TO BE ACQUIRED. WHEN THE PROPOSED PROJEC INCLUDES ONLY THE ACQUISITION OF LAND OR REIMBURSEMENT THEREFOR, THE HEARING REQUIREMENT OF SECTION 16(D) IS DEFERRED IN APPLICATION TO THE PROJECT FOR CONSTRUCTION OF THE RUNWAY OR RUNWAY EXTENSION; (3) WHEN THE PROPOSED PROJECT INCLUDES THE ACQUISITION OF LAND OR REIMBURSEMENT THEREFOR ON AN EXISTING AIRPORT FOR A NEW RUNWAY, RUNWAY EXTENSION, CLEAR ZONES OR WHATEVER--WITHOUT INVOLVING ANY TOPOGRAPHICAL OR OTHER PHYSICAL CHANGES--A NEGATIVE DECLARATION IS APPROPRIATE COMPLIANCE WITH SECTION 102 OF THE NATIONAL ENVIRONMENTAL POLICY ACT; PROVIDED, THAT THE SPONSOR COMMITS ITSELF IN THE GRANT AGREEMENT NOT TO CHANGE THE EXISTING USE OF SUCH LAND UNTIL THE ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT OF THE CHANGE IS CONSIDERED

PAGE 3 RUEOGBA1496 UNCLAS
AVALUATED UNDER THE PROCEDURES AND REQUIREMENTS OF LAW THEN IN EFFECT. BOWERS, AS-1.
BT
#1496

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JAN 18 1972
FOR FILING

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1972

To:
Mr. D. H. Moehring
Right of Way Engineer

BUILDING

SUBJECT:
Right-of-Way and Relocation Data
Environmental Impact Statement
I-205

We are preparing an environmental statement for that portion of I-205 north of S. E. Foster Road including the Columbia River bridge. We will need information relating to the right-of-way requirements including the displacement and relocation of affected individuals and businesses so that we can effectively cover that phase of the environmental impact for this proposal.

Will you please have someone furnish us with the necessary data on the above--Mr. Stu Couper can be contacted with regard to what he will need to prepare the statement. It would be appreciated if we could have the data no later than February 10, 1972.

ORIGINAL SIGNED BY
W. H. Tebeau

W. H. Tebeau
Assistant Planning Engineer

NOTED
F. B. KLABOE

WHT:dg

cc F. B. Klaboe
R. L. Schroeder
R. E. Royer

RECEIVED
JAN 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

8905

RECEIVED

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPND-MI-P

15 December 1971

Mr. Ralph M. Phillips
Regional Administrator
Federal Highway Administration
Rm 412, Mohawk Bldg.
222 S. W. Morrison St.
Portland, OR 97204

Dear Mr. Phillips:

As you may see from the inclosed copy of Public Notice NPP 71-327, this office has received an application to perform certain dredging in support of the construction of I-205. Apparently, the application is made at this time in the hope that ensuing delays may be overcome prior to the need for the start of work.

Assuming that my supposition is correct, the idea has a certain merit but it does appear to run afoul of the National Environmental Policy Act of 1969 (NEPA) and its requirements for an environmental impact statement (EIS). If you agree that an EIS is required for the whole of the project, highway and bridge together, then it would follow that such dredging as has been proposed should certainly be evaluated in such an EIS. I have been given to understand that the Federal Highway Administration regards itself as the lead Federal Agency for such EIS so I am therefore soliciting your comments.

It does not seem appropriate to issue an EIS dealing solely with the dredging. The guidelines from the Council on Environmental Quality specifically warn against piecemeal evaluations since fragmented commitments would tend to establish support for a whole project that might be objectionable. There also remains the problem of having an EIS filed before a permit is issued. Further than that, I can see the possibility of an EIS evaluating the dredging as proposed only to have some other dredging site chosen by the ultimate contractor.

Presently, there would appear to be several solutions or partial solutions. First, your administration could give assurance that an EIS would be prepared by you and would evaluate this proposed dredging.

Second, after receipt of your assurance, a dredging permit could be issued with the condition that no work would be performed until the EIS was filed. Under our current procedures, this might involve requesting permission

NPPND-MI-P

15 December 1971

Mr. Ralph M. Phillips
Federal Highway Administration

from the Office of the Chief of Engineers to condition the permit in this fashion. This would entail an indeterminate time delay. If some other dredging site were subsequently chosen as mentioned before, then the permit and, possibly, the EIS would be invalid.

Or, third, a Federal or state agency with the power to require a contractor to perform the specified dredging could itself request the permit. Corollary to this would be your assurance as discussed above. I presently believe the permit could set aside the question of the EIS on the grounds that your administration would prepare the overall EIS and that the work would be so described as to require the filing of an EIS prior to commencement of that work.

Your opinions or conclusions regarding the desirability of this attempted preliminary planning and the method of permit execution is requested.

Sincerely yours,

PAUL D. TRIEM
Colonel, Corps of Engineers
District Engineer

Incl
as stated

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPND-MI-P
000552(Columbia R.-Dredging)

10 November 1971

PUBLIC NOTICE NPP 71-327
COLUMBIA RIVER MILE 114 NEAR PORTLAND, OREGON-DREDGING

Pacific Northwest Dredging Association has applied for a Department of the Army permit under Section 10 of the River & Harbor Act of March 3, 1899 (30 Stat. 1151; 33 U.S.C. 403) to dredge approximately 1,000,000 cubic yards of sand from the Columbia River, South Channel, as shown on the reverse side of this notice. The proposed work is to be accomplished by hydraulic dredge to a maximum depth of -20 feet C.R.D. with the spoils being placed landward of the high water bank line, behind a preconstructed watertight berm with spillways to settle the fines and channel the return water to Columbia Slough. The spoils are to be used for construction of Highway I-205.

A permit for the proposed work will not be issued until certification as required under Public Law 91-224 has been received from the Oregon State Department of Environmental Quality and the State of Washington Department of Ecology. Oregon law requires that easements or permits be obtained for certain works or activity in the described waters. These state requirements must be met where applicable and the Department of the Army permit obtained before any work waterward of the ordinary high water line may be accomplished.

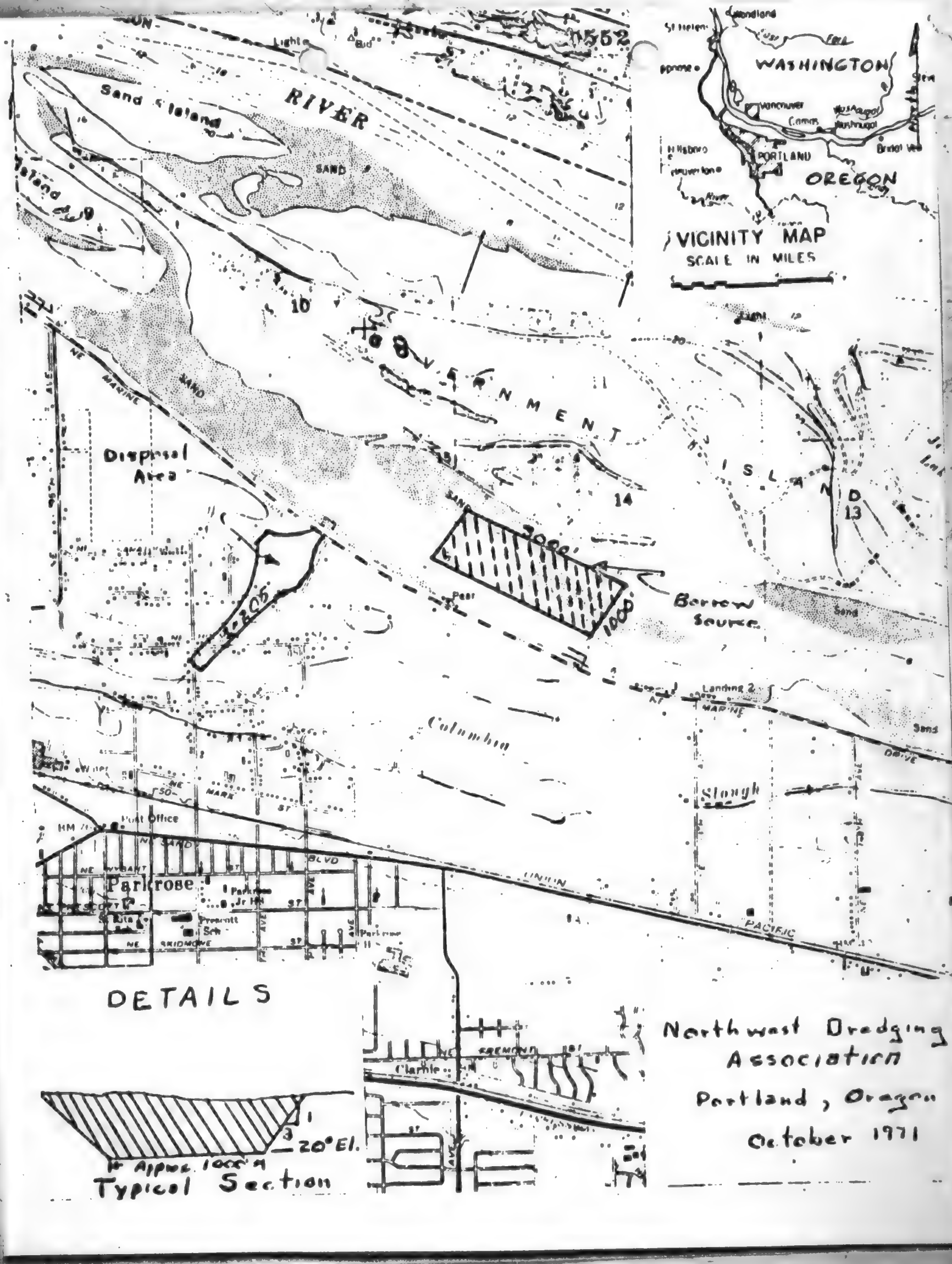
Additional information may be obtained from Pacific Northwest Dredging Association, Dennis J. Lindsay, 317 S. W. Alder, Loyalty Building, Portland, Oregon 97205; telephone (503) 226-1191.

Interested parties are requested to submit in writing any comments or objections they may have to the proposed work.

The determination as to whether a permit will be issued will be based on an evaluation of all relevant factors, including navigation, fish and wildlife, water quality, economics, conservation, aesthetics, recreation, water supply, flood damage prevention, ecosystems, and in general the needs and welfare of the people. Comments on these factors will be accepted and considered in determining whether it would be in the best public interest to grant the permit as requested.

Replies to this notice should be mailed to reach this office not later than 10 December 1971.

D. L. Harshberger
D. L. HARSHBERGER
Acting Chief, Navigation Division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Typical Section
Northwest Dredging Association
Portland, Oregon
October 1971

STATE OF WASHINGTON

# DEPARTMENT OF ECOLOGY

DANIEL J. EVANS
GOVERNOR

JOHN A. BIGGS
DIRECTOR

P.O. BOX 829 · OLYMPIA 98501

## PUBLIC NOTICE

The following shall constitute public notice by the State of Washington that the Department of Ecology is considering, as called for by Public Law 91-224, certifying there is reasonable assurance the project described in Corps of Engineers Public Notice No. NPP 71-327 will not violate water quality standards. Comments regarding possible water quality effects of the proposed work should be sent within 20 days to the Department of Ecology, P. O. Box 829, Olympia, Washington 98501.

# DEPARTMENT OF ENVIRONMENTAL QUALITY

STATE OFFICE BUILDING • 1400 S.W. 5th AVENUE • PORTLAND, OREGON • 9721

TOM McCALL
GOVERNOR

KENNETH H. SPIES
Director

ENVIRONMENTAL QUALITY COMMISSION

B. A. McPHILLIPS
Chairman, McMinnville

EDWARD C. HARMS, JR.
Springfield

STORRS S. WATERMAN
Portland

GEORGE A. McMATH
Portland

ARNOLD M. COGAN
Portland

PUBLIC NOTICE

The following shall constitute public notice by the State of Oregon that the Department of Environmental Quality, pursuant to the requirements of Section 21(b) of the Federal Water Pollution Control Act as amended by Public Law 91-224 has been requested to certify that there is reasonable assurance that the project described in Corps of Engineers Public Notice No. NPP 71-327 will not violate applicable water quality standards. Comments regarding possible water quality effects of the proposed project should be sent within 20 days to the Department of Environmental Quality, 1400 S.W. 5th Avenue, Portland, Oregon 97201.

Mailing Address: P.O. Box 231, Portland, Oregon 97207 -- Telephone: (503) 229-5696

DEQ-1

8905

RECEIVED
OCT 29 1971
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# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 28, 1971

SUBJECT:

To: MEMO TO THE FILE

I discussed the matter of dredging fill material for I-205 with Adam Heineman, Port of Portland, today. He advised me as follows:

1. They could do the dredging for us beginning anytime up until February 1, 1972.

2. They could let a contract for the work with us paying them costs, but he is short of personnel to handle such a job so additional personnel would be required (maybe on loan from us).

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards

8905

RECEIVED
OCT 22 1971

**DEPARTMENT OF JUSTICE**

**Memorandum**

**TO:** Memo to File

**DATE:** October 20, 1971

**FROM:** Frank C. McKinney

**SUBJECT:** Petterson vs. Resor and Volpe

On October the 15th Mr. Klaboe requested me to examine a letter, dated October 11, 1971, from Mr. A. J. Heineman, Assistant Director, Marine, Port of Portland, with respect to the State Highway Commission removing barrow from the Columbia River in an area designated on Drawing No. P1A71-139 for the purpose of depositing the same within the right of way of I-205 freeway south of Marine Drive. In his letter, Mr. Heineman mentioned that the area for excavation had been approved for use by all parties involved in the litigation "so we envision no difficulty in your contractor working in the area".

The stipulation for the work, however, was not in the above mentioned law suit, but was in the original law suit of Citizens Committee and Sierra Club vs. Stanley S. Resor. This case was originally dismissed by Judge Soloman and is on appeal to the Ninth Circuit. Prior to it's dismissal, for want of proper party plaintiffs, the Citizens Committee, the U. S. Attorneys Office and Port of Portland entered into a stipulation which permitted the Port of Portland, until the final disposition of the case, to remove material from a borrow area in the Willamette River as described above, without opposition by the plaintiffs, Citizens Committee or Sierra Club, but if the Port were to remove such material it would not be considered laches on the part of the Citizens Committee. The Port would be solely responsible for any public funds they expended in the event that it was subsequently found that their work was not proper under the law.

Col.

After the citizens committee case went up on appeal various individual citizens, namely Carl A. Petterson and wife and other interested parties brought a second case against Resor, the corp of engineers and Volpe for a declaratory judgment and injunction against the Port construction as well as the I-205 highway bridge construction across the Columbia River. The plaintiffs in the Petterson case are, of course,

not parties to the stipulation in the Citizens Committee and Sierra case, although both parties are represented by the same attorney, Marvin Durning of Seattle, Washington. I am informed, however, that Mr. Petterson is the chairman of the Citizens Committee.

After reading the above mentioned letter from the Port's stipulation, the Department of the Army permit and examining the previously mentioned aerial, I telephoned Mr. Jack Collins, who is the U. S. Attorney representing Stanley Resor as well as Volpe in both of these cases. Mr. Collins agreed that the stipulation previously mentioned did not include all of the parties in the Petterson case and it was extremely doubtful that the parties in the Petterson case would stand by and let the Highway Department or one of its contractors remove borrow from the Columbia River. He mentioned that on November 9, 1971, there will be a pretrial conference, before the judge, and he would be willing, at that time, to discuss with attorney Durning his attitude toward the State Highway Commission removing the borrow. The case has been heard, in part, by Judge Soloman who ruled that the corp of engineers was the proper party to issue the permit to the Port for working in the Columbia River. The remaining issues have not been tried including whether this is under 4(f), or whether all of the proper federal procedures have been followed. The trial will probably be sometime in March or April of next year. Mr. Collins suggested that I call Don Morgan who is the attorney for the Port of Portland.

I subsequently called Don Morgan who informed me that he was totaly unaware of Mr. Heineman's letter or what the Port intended to do. His only recollection was that at one time we had discussed the Port possibley doing the dredging for us, rather than letting it to contract.

Mr. Morgan has grave doubts that the permit issued by the corp of engineers to the Port of Portland can be assigned to the State Highway Commission, inasmuch as it requires an extremely lengthly procedure to get a permit. It was his feeling, as Mr. Collin's, that plaintiffs in the Petterson case would undoubtedly ask for an immediate injunction against the Highway Commission in the event that we attempted to proceed without their concurrence. He stated that the plaintiffs are extremely jittery in that they have more or less lost the first round and now see the Port continuing with its plans and pictures in the paper of the proposed State Highway Bridge which is to be built across the Columbia at Government Island.

Mr. Morgan stated he would check into this matter further and advise me as to his findings. Mr. Morgan also felt that the corp of engineers was extremely jumpy about both of these cases and any approval for an assignment would probably have to come directly from the Secretary of the Army.

FCM:jm
cc: R. L. Porter
Tom Edwards
Fred Klaboe
George Baldwin
L. I. Lindas

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OCT 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

8905

RECEIVED
OCT 5 - 1971

FORM E-30 (REV. 10-69)
FOR FILING

Hal Young 10-4-71
Please get ready for a special letting about middle of Nov.
FK.

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1971

SUBJECT: I-205 Dredging
Marine Drive-Columbia Slough

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

The matter of Columbia River dredging and placement of embankment for the needed I-205 fill in the vicinity of the Portland International Airport is one of long standing and negotiation between State and Port of Portland.

The Port, under date of September 14, returned executed copies of an agreement for Highway Commission consideration and approval at their pending October 19 meeting.

The agreements were discussed with various officials, including Highway Administration and Legal Staff, and the position was taken to hold up on the agreements in view of possible litigation etc. It was determined that it would be in State's interest to explore alternate possibilities for the placement of the embankment, possibly by contract.

Pursuant to Administration's request, a meeting was held in the Port of Portland's office on Wednesday, September 29, 1971, to determine what course of action should be followed. The following persons attended: Port - Adam Hinemen, Ken Weber, and L. P. Marchant; State - R. L. Schroeder, J. H. Versteeg, Richard Unrein, and D. N. Harwell.

The State should prepare the job for advertisement for bids for a 3 to 4 month contract based on a December or January bid letting with an April or May completion due to Columbia River spring runoff.

The Port has verbal approval from the Corps of Engineers for State's use of permits necessary for dredging work. Port will update estimate of what the project cost would be if they were to undertake the work on a negotiated basis as planned. The present estimate of 1,100,000 c.y. is $450,000, not to exceed $550,000; however, they feel a current estimate would be less than $400,000 and completion of work within 45 to 60 days maximum.

State should install any culverts, prior to awarding contract, that may be needed for drainage purposes.

NOTED
F. B. KLABOE

SP*52475-734

State specifications should include: In-place estimates; shut down order option for flood conditions; reservation rights for dredge relocation in event of silting; specified area of dredge, as well as fill area, including elevations etc.; inspection on daily basis; no glory holing; measure of fill material not in the borrow area; etc.

Major problems that a contractor may have would be silting and/or drainage matters, permits to cover proposed site, additional pipe if area remote, and the like.

State should prepare a contour plan of the area for bidding purposes, with the Port furnishing a plan for area of dredging (probably to include approximately 2 to 2.5 million c.y. for dredging purposes of a potential 3 to 4 million c.y. area). State's apparent need for fill purposes is approximately 1,100,000 c.y.

Port indicated there were at least three private firms that may be available for contracting this type of project; i.e., Willamette, General, and Manson-Osburg. It is possible others may be in the Pacific Northwest area; however, they felt that the above listed were well qualified and capable. The Port felt that the contractors may have smaller pumps, pipe, etc., than the Port, and gallonage and time may be a factor, as the Port has pumps capable of 35,000 gallon per minute using 30" pipe whereas private companies most likely have pumps of 20,000± gallons per minute using 18" to 24" pipe.

The Port also indicated we may be interested in the use of "LCF" stabilizing program (lime, cement, and fly ash) which has been tested and used by the Port of New York Authority on the Newark Airport and at other locations (see attached publication).

Excerpts from State of Washington, Department of Highway's contracts are attached relative to dredging and hydraulic fills which may be considered for our use in the planning of this project (pages 35, 36, 37, 38, 73, and 74).

Also attached are Port of Portland excerpts re Part IX, Technical Provisions, pages TP-1, TP-2, and TP-3, which may also be used in our planning.

If any questions arise on this, please feel free to contact the Metropolitan Office or us.

H. S. Cox
County and City Engineer

By

D. N. Harwell
Coordinating Engineer

RECEIVED
OCT 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DNH:mm
cc: R. L. Porter
R. L. Schroeder

SOURCE OF MATERIALS

The following source of materials is made available for this improvement at no cost to the Contractor:

Common Borrow Site CB-G-91-A and CB-G-91-B, source of dredged borrow material, located in the North Fork of the Lewis River, Section 30, Township 5 North, Range 1 East, W.M., as shown on the plans.

Sources of borrow material other than those provided by the State will be acceptable. The Contractor shall make his own arrangements for obtaining this material at his own cost and expense and protect the State from any and all costs arising therefrom.

No source has been provided for gravel backfill for foundations class A, gravel backfill for drains, crushed surfacing, ballast, cushion course, mineral aggregate for asphalt concrete and asphalt treated base, concrete aggregate, prime coat aggregate, top soil, light loose riprap or hand placed riprap.

The Contractor shall make his own arrangements to obtain this material at his own expense, and all costs of acquiring, producing and placing this material in the finished work will be considered incidental to the unit bid items involved.

OPERATIONS IN COMMON BORROW SITE CB-G-91-A AND CB-G-91-B

The State has obtained a permit from the District Engineer, Corps of Engineers for the performance of dredging in this site as described elsewhere herein under "Source of Materials" and the Contractor shall comply with the following restrictions in addition to those set forth under "Regulations of the State Departments of Game and Fisheries and the Pollution Control Commission":

Dredging operations in common borrow sites CB-G-91-A and CB-G-91-B will be prohibited during the period from March 1st to June 1st of any year.

During the borrow removal operations in common borrow site CB-G-91-A and CB-G-91-B the Contractor will be required to confine his operations to the limits of the sites shown on the plans or as established by the Engineer. The Contractor shall not be permitted to excavate to a greater depth than elevation -5 0 unless otherwise directed by the Engineer. Care shall be exercised by the Contractor during his operations in the site so that existing bank slopes, dikes or other improvements that are to be left in place do not become damaged. Any damages to the bank slopes or other improvements resulting from the Contractor's operations shall be repaired and reseeded or controlled to avoid siltation to the river all at his own cost and expense.

Easements for the dredge pipeline, settling pond and dredge wasteway have been obtained by the State as shown on the plans and are made available for the Contractor's use at no cost to him except as hereinafter provided.

The Contractor will be required to clear the entire areas of the various easements as shown on the plans.

The existing ditch located within the dredge wasteway easement shall be cleaned and regraded to insure that dredge discharge water being returned will be confined to the ditch and not allowed to flow onto adjacent property. Upon completion of the Contractor's dredging operations, the wasteway ditch shall be cleaned and any siltation which may have occurred shall be removed by the Contractor at his own cost and expense and to the satisfaction of the Engineer. Silt and ditch spoils removed from the ditch may be wasted as a berm adjacent to the ditch.

All cost and expense incurred by the Contractor in preparing the easements, including clearing, as herein specified, and any other costs and expense encountered by the Contractor as a result of his operations in common borrow site CB-G-91-A and CB-G-91-B shall be considered as incidental to the unit contract price per cubic yard for "Borrow in Place". No additional compensation will be allowed.

DREDGING EASEMENTS

The dredge pipeline easement, settlement pond easement and dredge wasteway easement as shown on the plans in conjunction with common borrow site CB-G-91-A and B are located within fenced grazing lands.

The Contractor shall conduct his operations so that at no time will temporary openings in these fences be of sufficient duration to allow the livestock in these areas to escape. The Contractor shall provide and construct such temporary fencing as may be required to contain livestock in those areas affected by his operations. All claims and damages arising from animals straying through portions of the fence removed or any temporary fencing constructed by the Contractor shall be settled by him at his own expense and the Contractor shall protect the State from any and all claims or damages arising therefrom.

At the conclusion of the Contractor's dredging operations, all portions of the fence affected by his operations shall be restored to their original condition to the satisfaction of the Engineer. All cost and expense in connection with removing and restoring portions of the fence, including constructing temporary fencing and any new materials required as specified herein shall be considered incidental to the unit contract price per cubic yard for "Borrow in Place".

BORROW IN PLACE

Borrow in place shall consist of granular material obtained by dredging from common borrow site CR-G-91-A and B in the North Fork of the Lewis River as specified elsewhere herein under the heading "Source of Materials".

Except as specified elsewhere in these special provisions the material may be placed directly into the embankments by hydraulic methods or it may be dredged into temporary stockpiles located within the right of way or dredge settling pond easement where directed by the Engineer and then removed from the stockpiles and placed within the roadway prism and compacted as specified herein:

Compaction

The top 2 feet of all roadway embankments shall be placed by other than hydraulic methods and shall be placed in layers and compacted in accordance with section 11-3.13E4 of the standard specifications.

The unit contract price per cubic yard for "Embankment Compaction" shall be full compensation for all cost and expense involved in compacting the top 2 feet of embankments as herein specified. No additional compensation will be allowed.

Borrow material which is placed by other than hydraulic methods, except the top 2 feet of raodway embankments as provided herein shall be placed in layers and compacted in accordance with section 11-3.13E4 of the standard specifications, except that all costs involved in compaction shall be considered incidental to the unit contract price per cubic yard for "Borrow in Place". No additional compensation will be made.

While placing the dredged material in the embankments and/or stockpiles, the Contractor shall use care to prevent the materials from overflowing onto adjacent property. Riffle boards shall be used in place of or to supplement dikes as necessary to properly control the placement of dredged material. Any materials overflowing upon private property shall be removed by the Contractor at his own cost and expense to the satisfaction of the property owner and the Engineer. The Contractor shall be solely responsible for any damage to adjacent property caused by his operations.

The dredged embankments or stockpiles shall be constructed so that there will be no ponding of dredge water and consequent concentrations of fines. The surface of the embankment or stockpile shall be sloped to insure that the finer materials in the dredge water are carried away.

Measurement for borrow in place will be by the neat volume in cubic yards to the lines and grades as established by the Engineer for the completed embankments. The original ground elevations before placement of the embankment material will be used as the bottom embankment elevation and no allowance will be made for any compaction or subsidence of the original ground.

The unit contract price per cubic yard for "Borrow in Place" shall be full compensation for furnishing all labor, materials and equipment including all costs involved in hauling or placing the dredged material into the embankments by other than hydraulic methods and all other costs involved in performing the work as herein specified. No additional compensation will be allowed.

. IN PLACE
ected by the Engineer, the Contractor shall furnish, haul, place and compact
in accordance with the applicable portions of section 2-03 of the standard
ications and these special provisions.

n 2-03.3(13) of the standard specifications is hereby supplemented by the
ing:

orrow used in the top two feet of roadway embankments shall meet the require-
ents for grading and quality as specified in section 9-03.14 of the standard
pecifications.

ydraulically Dredged Material
f the Contractor elects to use dredged sand for borrow, the following pro-
isions will obtain:

1. Hydraulically dredged material used for borrow in place shall meet the requirements for grading and quality as specified in section 9-03.14 of the standard specifications.

2. The Contractor shall, at his own cost and expense, make all necessary arrangements for the handling of dredge discharge water and waste dredgings.

3. While placing the dredged borrow excavation in the embankment and/or in stockpiles, the Contractor shall prevent the materials from overflowing onto adjacent private property. Riffle boards shall be used in place of or to supplement dikes if necessary to properly control the placement of dredged borrow excavation. Any dredged borrow excavation which overflows upon private property shall be cleaned up by the Contractor at his own expense and to the satisfaction of the property owner and the Engineer. The Contractor shall be solely responsible for any damage to adjacent property caused by his operations and shall protect the State against any and all damages arising therefrom.

4. The top two feet of all roadway embankment shall be placed by other than hydraulic methods and shall be placed in layers and compacted as specified elsewhere in these special provisions under "Embankment Compaction".

   If the Contractor elects dredged material may be placed directly into the embankment by hydraulic methods or if he elects it may be dredged into temporary stockpiles within the right of way where directed by the Engineer, then removed from the stockpiles and placed within the roadway prism and compacted as specified elsewhere in these special provisions.

Embankment Compaction

All roadway embankments except embankments placed hydraulically and embankments classified as rock embankment shall be compacted in accordance with Method B as described in section 2-03.3(14)c of the standard specifications except that for clean, non-cohesive, granular materials, the minimum percentage of moisture requirements may be waived should such be warranted in the judgment of the Engineer.

Rock embankment shall be compacted in accordance with section 2-03.3(14)a of the standard specifications.

The top two feet of all roadway embankments shall be compacted in accordance with Method C section 2-03.3(14)c of the standard specifications.

Measurement

Borrow in place will be measured by the cubic yard based upon the neat lines, grades and cross sections as staked by the Engineer.

PART IX

## TECHNICAL PROVISIONS

### SCOPE

Approximately 116 acres of dredge fill are to be planted with grass. The acres are located at Rivergate Industrial District and shown on drawings RG 71-17. Dragging the rough areas and application of grass seed mix and fertilizer will be required. Grass seed and fertilizer will be supplied by the contractor.

### SURFACE PREPARATION

The dredge fill surface is a coarse mix of sand without much silt and fairly level. The rough areas must be dragged with a large timber or float or disc to smooth out the irregularities to permit use of the seed drill and insure accurate placement of the seed. A major portion of the area is already in a smooth condition. Some clumps of small willows exist in the work area. The contractor shall simply apply seed as close as practical to these clumps. Steep slopes resulting from abrupt changes of level will not require seeding.

### SURVEYING MARKERS TO REMAIN

Several surveying markers and settlement markers are installed throughout the work area. Some are steel pipes and some are large wood stakes. All of them are easily seen. The contractor shall operate carefully around these markers to avoid knocking them down with the dragging or seed equipment.

### SEED PLACEMENT

The work shall be accomplished using a suitable seed drill. Seed drill spacing shall be 8-inch maximum and the grass seed is to be placed at approximately 2 inches in depth.

The seed drill is to be adjusted so that only the weight of the discs is establishing the depth of seed placement. This will place the seed at approximately 2 inches in depth in smooth sand.

Clover seed shall be dispensed on the surface.

### FERTILIZER PLACEMENT

Fertilizer shall be spread on the surface using a suitable fertilizer spreader.

### CHECK OF APPLICATION RATE

At least two acres of any suitable shape shall be marked to aid setting of the seed drill and fertilizer dispenser. Seed placement will also be observed. A representative of the engineer will be present to observe the seeding and fertilizing rates.

SEED & FERTILIZER APPLICATION

A seed mixture consisting of 20% perennial rye and 80% alta fescue shall be used. The seed is to be drilled in oval patterns starting at the edges and working to the center at the rate of 100 pounds per acre. White clover seed is to be dispensed on the surface at the rate of 4 pounds per acre. Fertilizer shall be applied at the rate of 300 pounds per acre.

GRASS SEED SPECIFICATION

The grass seed mix is to be supplied in quantities up to 100 pounds per bag in burlap bags or in quantities up to 50 pounds per bag in multiwall paper bags of a type suitable for handling. The seed mix is to be untreated, tested seed of good quality with a germination rate of at least 90% and free of noxious weeds.

The contractor shall furnish the Port duplicate signed copies of a statement by the vendor certifying that each lot of seed has been tested by a recognized laboratory for seed testing within six (6) months of date of delivery on the project.

Seed shall be dry and not moldy and shall show no sign of having been wet or otherwise damaged. Each bag must be labeled with the variety of seed and mix percentages and the suppliers name and address and other information as required by the Oregon State Seed Laws (ORS 633.511, 633.520, 633.651). The seed mix shall be constituted of the following types and percentages by weight:

| | |
|---|---|
| Perennial rye | 20% |
| Alta fescue | 80% |

In addition to the mix specified above, an amount of white clover seed will be required in properly labeled standard containers.

FERTILIZER SPECIFICATION

The fertilizer shall be standard commercial grade and formulated to provide the following elements for plant growth in the following percentages by weight:

| | |
|---|---|
| Nitrogen | 30% |
| Phosphorous | 15% |
| Potash | 5% |

One-third of the nitrogen is to be a slow release type. All materials used in the fertilizer are to be uniformly mixed to insure even distribution of plant nutrients. The fertilizer shall not contain elements or materials which are detrimental to the soil or to plant growth when applied at the rate of 300 pounds per acre in the recommended manner.

The fertilizer shall be furnished in a dry condition free from lumps and in granular or pelletized form suitable for dispensing with standard agricultural machinery. The fertilizer shall be constituted and tested as re-

quired in the State of Oregon fertilizer laws. The fertilizer shall be packaged in multiwall paper bages, with at least four-ply walls, suitable for handling without damage to the product. The bags shall contain 80 pounds net weight of fertilizer. Each bag must be marked in accordance with the State of Oregon fertilizer labeling laws including net weight and guaranteed formulation.

SEED AND FERTILIZER STORAGE

The seed and fertilizer are to be stored in a dry place until application and maintained dry during the application work. The contractor must provide storage space and weather covers, as needed to keep the products dry.

PAYMENT

Payment shall be made at the lump sum price bid, which shall be full compensation for furnishing and placing all materials, all labor, equipment and incidentals necessary to complete the seeding and fertilization work specified.

7905

SEP 28 1971

FOR

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
September 21, 1971

SUBJECT: Port of Portland
I-205 Dredging Agreement

To: Mr. F. B. Klaboe
Assistant State HIghway Engineer

BUILDING

Herewith are approved copies of the Port's dredging agreement and placing of embankment for I-205 in the vicinity of the Portland International Airport adjacent to East Portland Hwy. No. 64.

The documents have been approved by Mr. Leonard Lindas, but I wish to call your attention to Page 3, Paragraph 15 regarding "hold harmless."

This Paragraph 15 is contrary to the State of Oregon Constitution and cannot be included; therefore, we have contacted the Port Officials and they have agreed to its deletion. However, Mr. Lindas informs me that it must be crossed out and initialed by those executing the documents and all copies returned to Port for initials and appropriate copies returned to State.

If it is your desire and in the interest of time, I will hand carry these documents if needed.

H. S. Cox
County and City Engineer

By D. N. Harwell

D. N. Harwell
Coordinating Engineer

returned to Don Harwell with corr. draft

DNH:ljt 9-23-71

Att.

Approved by F. B. Klaboe 9-21-71 DNH.

8105

RECEIVED
AUG 24 1971
FOR FILING

Klaboe

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 August 17, 1971

Port of Portland
Box 3529
Portland, Oregon 97208

Attn: Mr. J. R. Stiller, Manager
Aviation Projects, Airfield

Re: I-205 Dredging

Gentlemen:

Under date of June 18, 1971, you submitted to this office the agreement between Port and State regarding the proposed dredging of I-205 in the vicinity of the Portland International Airport.

The document has been reviewed by members of the Highway Division and Federal Highway Administration, and the following changes are suggested and incorporated into the agreement.

On page 1, paragraph 6 has been revised to include reference to Exhibit "C" (attached), which relates to latest Federal Highway Administration contract provisions pertaining to Equal Opportunity, Payments, Statements and Payrolls, Safety, Civil Rights, etc.

On page 5, paragraphs 8, 9, and 10 have been added to cover auditing, public interest, etc., as related to Port's work on project.

The Port's Exhibit "B" has been reviewed and found to be basically all inclusive of matters relating to State and Federal rules and regulations; however, certain discrepancies appear and it is felt these modifications should be made accordingly.

On page 6, Part 2, Article 1, Work To Be Done, reference is made to OSHD Station 124+00 and Station 182+00; the latter should read 158+00.

On page 12, Part 2, Article 4, paragraph B-9c-5d, General Administrative Costs, the conclusion makes reference to auditing of account; this sentence should be eliminated.

We trust the foregoing will satisfactorily meet with Port, State, and the Federal Highway Administration rules and regulations and, if so,

you will present to your Commission for execution, the attachment of revised Exhibit "B", and forward three signed copies of the agreement and twelve additional copies of Exhibit "B" to this office for preparation and submission to the Highway Commission.

Please note pages 1 through 7 (Hourly Rates) attached to Exhibit "C" are currently being revised with new rates effective August 27, 1971, copies of which will be forwarded to you upon their availability.

Very truly yours,

R. L. Porter
State Highway Engineer

By D. V. Harwood

for H. S. Cox
County and City Engineer

DNH:ljt
Encl.

cc: ✓ B. Klaboe
F. L. Hall
L. H. Young
R. L. Schroeder
E. J. Valach (FHWA)

RECEIVED
AUG 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

8905

RECEIVED
JUL 26 1971
FOR FILING

UNITED STATES GOVERNMENT

# Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 19, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(21)316
Dredging Agreement with Port of Portland

3458-K

The preliminary copies of your proposed agreement with the Port of Portland for dredging on this project is satisfactory subject to the following:

1. Your submission and FHWA concurrence in a finding of public interest.

2. It has been determined that the general administrative costs applicable to the work performed by the dredge "Oregon" under the agreement are eligible for Federal-aid funds participation. It is understood that the proportional share of general administrative expenses to be assigned will be based on audit analysis.

3. In lieu of Part II, Article 3, Safety Requirements, the safety provisions used for Federal-aid Highway Contracts should be applied.

4. It is understood that Federal-aid fund participation in progress payments will be on the basis of costs actually incurred in the work.

cc:
Region (08-00.34)

Copies to Hall
Young
Cox
Schroeder
7-21-71

RECEIVED
JUL 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ang to Cox
for appr.
action
7-26-71

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

8405

RECEIVED
FOR FILING

F.B. Klaboe

# OREGON STATE
# HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 21, 1971

Mr. Edward G. Westerdahl, II
Executive Director
Port of Portland
Box 3529
Portland, Oregon 97208

Attn: Mr. Jack R. Stiller, Coordinator
Airfield Aviation Development

Re: I-205, Dredging

Dear Mr. Westerdahl:

Transmitted herewith are five copies of the agreement between Port and State regarding the dredging of hydraulic fill material for I-205 to be placed by Port on state highway right-of-way.

This has been a matter of long standing concern to both Port and State; and this document, as companion to the one previously executed regarding right-of-way acquisition, should tend to bring this proposed project closer to reality.

There is enclosed a copy of the draft (dated February 23, 1971, as revised) to show the changes that are reflected in the agreement to be considered for execution by the Port and State.

We must receive copies of "Exhibit B" as mentioned in the agreement and you may attach same to documents, prior to their return to this office.

Please note the reduction in length of proposed fill area from Engineer Station 182 to Station 158 which reflects in the quantity; i.e.; from original 2,000,000 cubic yards to be reduced to approximately 1,100,000 cubic yards. The cubic yard reduction also reflects in the proposed costs reduction from $800,000 to $450,000 with actual total costs to be determined by itemized statement, but not to exceed $550,000.

Progress payment schedule has been adjusted according to the revised project costs and this is shown in paragraph 5 of General Provisions.

We trust the foregoing is satisfactory to you and the Port Commission and would appreciate your presenting the documents to them; then return four executed copies to this office and retain one for your files.

Upon Highway Commission approval and proper signatures, one fully executed copy will be returned to you for permanent filing.

Please execute the document and attach "Exhibit B" (schedule of dredging operations) thereto, and return to this office for submission to the Highway Commission for consideration.

Please bear in mind this matter may be subject to the Federal Highway Administration approval and, in that event, will not be binding until such concurrence is obtained.

We thank you for your continued interest and cooperation in this and other matters involving Port and State.

Very truly yours,

R. L. Porter
State Highway Engineer

By

D. N. Haswell

for H. S. Cox
County and City Engineer

DNH:ljt

Encl.

cc: F. B. Klaboe
F. L. Hall
R. L. Schroeder, att: J. H. Versteeg

RECEIVED
MAY 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 18 1971
FOR FILING

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

March 12, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
Salem

SUBJECT: Hydraulic Fill and Port Agreement
Marine Dr.-UPRR Sec.
I-205

Transmitted is a letter from Mr. J. R. Stiller concerning the dredging work for the hydraulic fill on this section of the I-205 Freeway. He has indicated that their normal administrative costs average ten percent of the extra work. Their draft of Exhibit "B" will be completed shortly and will be submitted to this office.

I have not advised them of the changes in dredging quantities. As they are preparing the dredging schedule at this time, a decision should be made soon on the question of quantities needed for this embankment.

R. L. Schroeder
Metropolitan Engineer

by

ORIGINAL SIGNED BY
J. H. VERSTEEG

NOTED
F. B. KLABOE

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:lh
Enc
cc: Frank L. Hall
F. D. Morgan
Louis Grothaus

RECEIVED
MAR 15 1971
DESIGN SECTION

Scott
Svensen
R. Olsen
Trout
Do Not File
Keep
Return To
Other

Box 3529 Portland, Oregon 97208 (503) 224-4260

March 11, 1971

Mr. H. Versteeg
Oregon State Highway Division
5821 N. E. Glisan Street
Portland, Oregon

Dear Mr. Versteeg:

SUBJECT: Portland International Airport - Street & Roads - I 205

In my letter of February 24 to you, I reported that we were studying the administrative costs that would be associated with the placement of dredge material for the I 205 project.

I have further reviewed this subject with the Marine Department and with our dredge engineer and I can report the following:

The estimated project costs of $800,000 for approximately 2,000,000 cubic yards which appears in the draft agreement is based on an estimated forty cents (0.40) per cubic yard of material. In accordance with our past procedures in performing dredging work for the Corps of Engineers, this unit figure includes 10% for administrative costs.

The term "administrative costs" includes many items such as portions of salaries of management officers, accounting, personnel, secretarial, clerks, engineers, messengers, etc. as well as office rentals and equipment, transportation, postage, maintenance, etc.

Previous studies have determined that the 10% figure is a fair apportionment for the administrative charges.

I trust that this information fills your needs. If you or members of your staff would like to discuss the matter further, please let me know.

I have requested our dredge engineer to complete the draft of Exhibit "B" as quickly as possible, and I will contact you as soon as it is ready.

Very truly yours,

THE PORT OF PORTLAND

J. R. STILLER, P. E.

METROPOLITAN ENGINEER
RECEIVED
MAR 12 1971

JRS:dls

8905

RECEIVED
MAR 1 1971
FORM 2-30 (REV. 10-69)

FOR FILING

B/wp

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

March 1, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
Salem

SUBJECT: Agreement
Port of Portland and OSHD
Marine Dr.-UPRR
I-205

Transmitted is a copy of a draft of the proposed agreement between the Port of Portland and the Highway Division for the hydraulic fill material on I-205. We still have not received a copy of Exhibit "B" covering the dredging operations.

Due to the recent change in plans at Columbia Boulevard we will not require the two million cubic yards of material. Our quantity estimates for this section are presently being revised. This will also reduce the $800,000 estimated cost of the hydraulic fill material.

We are reviewing this agreement and will transmit our suggestions when we have completed this review.

R. L. Schroeder
Metropolitan Engineer

by

J H Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:lh
Enc
cc: Frank L. Hall
Don Harwell
L. H. Young
Dan Gano

RECEIVED
MAR 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP°52478-734

Box 3529 Portland, Oregon 97208 (503) 224-4260

February 24, 1971

Mr. H. Versteeg
Oregon State Highway Division
5821 N. E. Glisan Street
Portland, Oregon

Dear Mr. Versteeg:

SUBJECT: Portland International Airport - Streets & Roads - I 205

I am transmitting herewith, two copies of a draft of a proposed construction agreement between The Port of Portland and the Oregon State Highway Division. This draft has been reviewed by members of the Port staff, however, we have not had the approval of our legal people. I suggest, however, that your agency review this draft and make any revisions or additions which you feel necessary.

We expect that you will provide the "Exhibit A" as required.

"Exhibit B" is being prepared by our dredge engineers. Due to pressures of other duties, it may be a month before this attachment is in final form.

I hope that within one week I will be able to provide you with an estimate of our administrative costs for this project. They are presently being studied.

If you feel that a meeting is required in order to finalize the construction agreement, please give me a call and I will arrange for a mutually satisfactory time.

Very truly yours,

THE PORT OF PORTLAND

J. R. STILLER
Coordinator-Airfield
Aviation Development

METROPOLITAN ENGINEER
RECEIVED
FEB 25 1971
ME AME AME MCE MCE MTE

Enclosures

1979 Columbia R. Br. (N. Channel 890)
Superstruc.) Sec. of E. Ptld. Fwy.
(Structure)
#7

8905

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DEC 13 1971
FOR FILING

Salem, Oregon
December 10, 1071

Mr. Victor D. Wolfe
Location Engineer

B U I L D I N G

We are preparing an environmental statement for that portion of I-205 north of S.E. Foster Road including the Columbia River bridge in its entirety. In order to address ourselves to the environmental impact of the Columbia River crossing, we will need information concerning the hydraulics of the crossing both during the construction of the bridge and after the bridge is completed.

Will you please have Mr. R. L. Lenz take a look at this and furnish us with data along this line that can be "cranked" into the statement. It would be appreciated if he could get started on this as soon as possible.

ORIGINAL SIGNED BY
W. H. Tebeau
W. H. Tebeau
Assistant Program & Planning Engr.

WHT:dg

cc F. B. Klaboe
L. H. Young

8905

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NOV 29 1971
FORM E-30

FOR FILE

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 24, 1971

SUBJECT: I-205 Columbia River Bridge
Bridge 9555

To:

Memo to the File

Final span and pier arrangements furnished by Sverdrup & Parcel indicate the small boat channel to be in Span No. 21 with a vertical clearance of 63 feet. Our approved navigation permit requires a vertical clearance of 69 feet.

In order to provide the required vertical clearance, it has been decided to move the small boat channel from Span 21 north to Span 20. The only change involved is in changing the bearing of Pier 20 to the same bearing as Pier 21.

Today I notified Ray Bane of Sverdrup & Parcel of the proposed change. He had no objection and could see no problems in making this change.

At the same time I discussed with Mr. Bane a proposed informal meeting with the Coast Guard to discuss the revised navigation permit drawing, lighting, water gauges, and falsework during erection. This meeting had been requested by the Coast Guard. I told Mr. Bane we would keep in touch and advise him at the earliest possible time of the time and place of the meeting.

NOTED
A. E. JOH

Ivan D. Merchant
Bridge Engineer

IDM:dh

cc A. E. Johnson
W. J. Hart

RECEIVED
NOV 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

8705

PORTLAND INTERNATIONAL AIRPORT

ENVIRONMENTAL STEERING COMMITTEE

Minutes

November 15, 1971

The third meeting of the Portland International Airport Environmental Steering Committee was held at 10:15 a.m. today in the Board Room of the Port of Portland, Lloyd Building.

Members present were John Mosser, Chairman; Elden Breedlove; Bob Schumacher; Jim Church; Herb Hardy; Kess Cannon; Easton Cross (representative for Ben Padrow); and Dick Granger. Neil Goldschmidt and George McMath were not present.

I MINUTES

The minutes from the November 1 meeting were corrected as follows: Resource Panel, Mr. Bill Taggart should be Tegart; and approved as corrected.

II NATURAL RESOURCES STUDY

Dr. Robert M. Alexander, Director, Air Resources Center and Water Resources Research Institute, Oregon State University, presented his proposal for the Natural Resources Phase of the Environmental Impact study. This included a background on the areas to be studied and the potential key personnel and collaborative personnel.

Mr. Hardy suggested Dr. Hewson, Mid-Willamette Valley Air Pollution Authority should work on Meteorology section of Natural Resources study. It was explained study team will work very closely with all related government agencies for their input. Also, Washington Game Commission should definitely by in on report. The report must be reviewed upon completion by local, state and federal agencies; therefore, the study should only rely on the use of their data not their conclusions.

III SOCIAL-ECONOMIC RESOURCES STUDY

Dr. Lyndon R. Musolf, Director, Urban Studies Center, Portland State University, presented proposal for the Social and Economic Phase of the Environmental Impact study. He and his research associate, Mr. Sumner Sharpe, gave a very sketchy briefing of what their work would entail, timetable and scope of work with resumes of proposed team members.

The alternate site alternative was not included in the scope of intended study and, therefore, will require additional time to complete the required proposal. Another problem area would be census studies. First phase would be available, but some of the materials would have to be generated by them. Time frame is critical.

IV POLLUTION STUDY

Dr. Frank D. Schaumburg, Sanitary Engineer, Oregon State University, presented his proposal on the study of Pollution Issues relating to the Environmental Impact Statement. He gave a table of events in relation to the work involved, outlined the team concept and interaction between studies, gave a list of team personnel and general study objectives.

Mr. Mosser insisted that Steering Committee should be able to have input into study at the Formulation of Work Plan point. It was suggested by the committee that local people of stature, possibly from Medical School, should be asked to review and comment on the Bolt, Beranek & Newman studies. BB&N has done various studies for the Federal Government and have an outstanding reputation but are not well known to the public. Local review would add to credibility of the study.

All three of the above proposals stated emphatically they would have the final say what would be contained in the report they prepared. They would be open to suggestions from the Steering Committee and the Resource Panel concerning depth of analysis and areas covered, but would definitely retain the final say in the result of the analysis.

They agreed, however, with a statement by Mr. Mosser that this meant only that their reports would not be edited, but that the Port and Steering Committee had to have the right to determine the format of the formal environmental impact statement to which their reports would be appended.

V RESOURCE PANEL

The list of possible resource panel representatives was reviewed. It was suggested we try to get a young, active, married woman from East County. Mr. Cannon getting information on Mrs. Remington. The Corps of Engineers was contacted, but prefer not to have a member of the resource panel. They will send someone to every meeting and will be available at any time we may need them.

It was suggested and approved by the Committee that Port staff start contacting resource panel possibles to find out which ones are available and requesting they attend an initial briefing the following Monday. The briefing for them on past planning should be given between now and the next meeting. Letters and phone calls to above should be completed within the next couple of days. The resource panel people should be

informed they will be asked to attend all Environmental Steering Committee meetings, have input and be asked to keep their specific interest groups advised of the Committee's decisions.

VI EXECUTIVE SESSION

The Committee then reviewed the study proposals. A motion was made by Hardy and approved by Committee to approve the two Oregon State University proposals and to have them proceed along the general outlines they have set forth in their preliminary oral presentations with cautions as follows:

1. More input should come from State of Washington, and

2. A detailed work program should be presented to the Steering Committee and Resource Panel for review in two or three weeks.

Mr. Schumacher moved that Mr. Church be directed to contact Portland State University (Breedlove doing) and Mr. Irvin Nevin at University of Oregon in connection with alternates to Musolf's plan. Dr. Musolf will be asked to return in two weeks with further plans for his study and if not satisfactory will look elsewhere for study team.

Mr. Church introduced Mr. Jack Peterson, Environmental Manager, Port of Portland. He comes from Boise, Idaho and will start work here December 1.

The Port library will send out any reports you want to read. Contact Don Byard.

The next meeting will be November 29 or December 6, depending on when detailed study proposals will be available for review and Resource Panel has been briefed.

The meeting was adjourned at 1:30 p.m.

John Mosser
Chairman

SP/ssc

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NOV 10 1971

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 15, 1971

SUBJECT: Steering Committee Meeting

To: Memo to the File:

On this date at the request of Tom Edwards, I attended in the conference room of the Port of Portland a Steering Committee meeting for an environmental impact study for the proposed expansion of the Portland Airport.

The Steering Committee is chaired by Mr. John Mosser and is composed of representatives from the Port of Portland, Multnomah County, Clackamas County, Clark County and other gentlemen whose affiliations are unknown to me.

The main purpose of the Steering Committee meeting was to review prospectus for conducting an environmental study by the gentlemen mentioned on the attached agenda. Action by the Steering Committee would indicate that they accepted the proposal prepared by Dr. Robert Alexander and Dr. Frank Schaumburg, and intended on having a Dr. Lyndon Musolf prepare a more detailed prospectus, as well as invite proposals from other educational institutions such as the University of Oregon, University of Washington, Clark College, etc. I hope to have more detailed information concerning these proposals upon obtaining minutes of the meetings.

The Steering Committee also reviewed a list of candidates for the Citizen's Resource Panel which is expected to add input to the environmental study. This panel will be composed of approximately 27 or 28 citizens representing various organizations concerned with the Columbia River and its environment.

Also in attendance as observers of this meeting were Irv Lloyd, FHWA, as well as a gentleman from the FAA and the Corp. of Engineers.

R. L. Schroeder
Metropolitan Engineer

RLS:cw
Attachment

NOTED
TOM EDWARDS

RECEIVED
NOV 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

NOTED
JON ROSE

SP*32478-724

PORTLAND INTERNATIONAL AIRPORT

STEERING COMMITTEE

Meeting
November 15, 1971
10:00 A.M.

AGENDA

I. Approve minutes of previous meeting

II. Natural Resources Study Proposal

A presentation by Dr. Robert M. Alexander of a proposed study team to reprensent the various dicipline requirements in the performance of the natural resources analysis.

III. Social-Economic Resources Study Proposal

A presentation by Dr. Lyndon R. Musolf of a proposed study team to represent the various dicipline requirements in the performance of the social-economic analysis.

IV. Pollution Study Proposal

A presentation by Dr. Frank D. Schaumburg of a proposed team to represent the various dicipline requirements in the performance of the pollution analysis.

V. Resource Panel

Review list of candidates for Resource Panel and finalize those which should be contacted by staff to determine if they are available to serve.

**DEPARTMENT OF JUSTICE**

**Memorandum**

TO: Memo to File DATE: October 20, 1971

FROM: Frank C. McKinney

SUBJECT: Petterson vs. Resor and Volpe

On October the 15th Mr. Klaboe requested me to examine a letter, dated October 11, 1971, from Mr. A. J. Heineman, Assistant Director, Marine, Port of Portland, with respect to the State Highway Commission removing barrow from the Columbia River in an area designated on Drawing No. P1A71-139 for the purpose of depositing the same within the right of way of I-205 freeway south of Marine Drive. In his letter, Mr. Heineman mentioned that the area for excavation had been approved for use by all parties involved in the litigation "so we envision no difficulty in your contractor working in the area".

The stipulation for the work, however, was not in the above mentioned law suit, but was in the original law suit of Citizens Committee and Sierra Club vs. Stanley S. Resor. This case was originally dismissed by Judge Soloman and is on appeal to the Ninth Circuit. Prior to it's dismissal, for want of proper party plaintiffs, the Citizens Committee, the U. S. Attorneys Office and Port of Portland entered into a stipulation which permitted the Port of Portland, until the final disposition of the case, to remove material from a borrow area in the Willamette River as described above, without opposition by the plaintiffs, Citizens Committee or Sierra Club, but if the Port were to remove such material it would not be considered laches on the part of the Citizens Committee. The Port would be solely responsible for any public funds they expended in the event that it was subsequently found that their work was not proper under the law.

After the citizens committee case went up on appeal various individual citizens, namely Carl A. Petterson and wife and other interested parties brought a second case against Resor, the corp of engineers and Volpe for a declaratory judgment and injunction against the Port construction as well as the I-205 highway bridge construction across the Columbia River. The plaintiffs in the Petterson case are, of course,

not parties to the stipulation in the Citizens Committee and Sierra case, although both parties are represented by the same attorney, Marvin Durning of Seattle, Washington. I am informed, however, that Mr. Petterson is the chairman of the Citizens Committee.

After reading the above mentioned letter from the Port's stipulation, the Department of the Army permit and examining the previously mentioned aerial, I telephoned Mr. Jack Collins, who is the U. S. Attorney representing Stanley Resor as well as Volpe in both of these cases. Mr. Collins agreed that the stipulation previously mentioned did not include all of the parties in the Petterson case and it was extremely doubtful that the parties in the Petterson case would stand by and let the Highway Department or one of its contractors remove borrow from the Columbia River. He mentioned that on November 9, 1971, there will be a pretrial conference, before the judge, and he would be willing, at that time, to discuss with attorney Durning his attitude toward the State Highway Commission removing the borrow. The case has been heard, in part, by Judge Soloman who ruled that the corp of engineers was the proper party to issue the permit to the Port for working in the Columbia River. The remaining issues have not been tried including whether this is under 4(f), or whether all of the proper federal procedures have been followed. The trial will probably be sometime in March or April of next year. Mr. Collins suggested that I call Don Morgan who is the attorney for the Port of Portland.

I subsequently called Don Morgan who informed me that he was totaly unaware of Mr. Heineman's letter or what the Port intended to do. His only recollection was that at one time we had discussed the Port possibley doing the dredging for us, rather than letting it to contract.

Mr. Morgan has grave doubts that the permit issued by the corp of engineers to the Port of Portland can be assigned to the State Highway Commission, inasmuch as it requires an extremely lengthly procedure to get a permit. It was his feeling, as Mr. Collin's, that plaintiffs in the Petterson case would undoubtedly ask for an immediate injunction against the Highway Commission in the event that we attempted to proceed without their concurrence. He stated that the plaintiffs are extremely jittery in that they have more or less lost the first round and now see the Port continuing with its plans and pictures in the paper of the proposed State Highway Bridge which is to be built across the Columbia at Government Island.

Mr. Morgan stated he would check into this matter further and advise me as to his findings. Mr. Morgan also felt that the corp of engineers was extremely jumpy about both of these cases and any approval for an assignment would probably have to come directly from the Secretary of the Army.

FCM:jm
cc: R. L. Porter
Tom Edwards
Fred Klaboe
George Baldwin
L. I. Lindas

RECEIVED
OCT 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

STATE OF WASHINGTON

END OF BRIDGE
STATION 8+40

140' 130' 120' 12 150' 150' 150' 150' 200' 200' 200' 200'

10

140' 130' 120' 12 150' 150' 150' 200' 200' 200'

AH

AH

LEWIS AND CLARK HIGHWAY (SR-14)

EVERGREEN HIGHWAY

BURLINGTON NORTHERN RAILROAD

LEWIS AND CLARK HIGHWAY (SR-14)

EVERGREEN HIGHWAY

MEAN LOW WATER

STATE LINE

MAIN CHANNEL

CLARK COUNTY, WASHINGTON

MULTNOMAH COUNTY, OREGON

200' 200' 200' 255' 255' 455' 620' 455' 320'

20 30 40

200' 200' 255' 255' 455' 620' 455' 310'

BURLINGTON NORTHERN RAILROAD

℄ I-205

PLAN

EN HIGHWAY

BURLINGTON NORTHERN RAILROAD

MEAN LOW WATER (2 5)

DEVELOPED ELEVATI

COLUMBIA RIVER

FLOW

455' 320' 320' 320' 290' 290' 290' 260' 260'

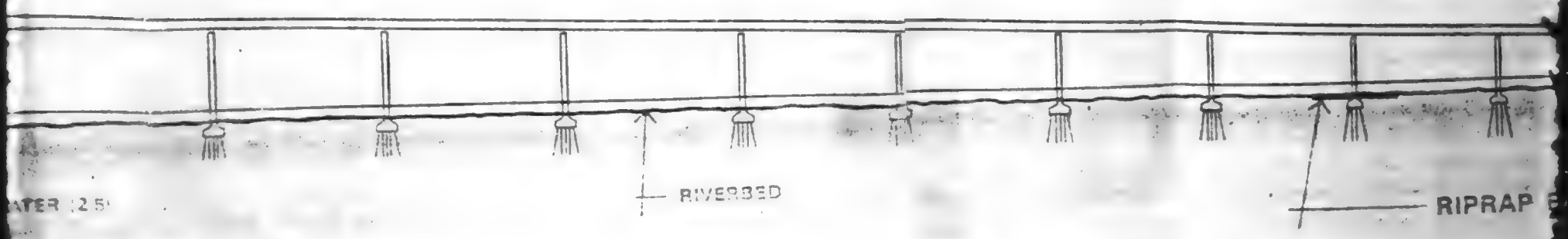
455' 310' 310' 310' 280' 280' 280' 260' 260'

60 60

RIPRAP BLANKET (TYPICAL EACH PIER)

℄ I-205

PLAN



GOVERNMENT ISLAND

SMALL CRAFT CHANNEL

MEAN LOW WATER

260' 260' 230' 230' 230' 210' 210' 210' 180'

260' 260' 240' 240' 240' 210' 210' 210' 180'

70' 80'

END OF BRIDGE
STATION 85+35

MARINE DRIVE

NOTED
F. B. KLABOE

STATE OF OREGON

Scale . 1" = 300'

NOTED
TOM EDWARDS

MARINE DRIVE

RIPRAP BLANKET (TYPICAL EACH PIER)

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

# Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison Street
Portland, Oregon 97204

**DATE:** October 18, 1971

**In reply refer to:** 08-00.36

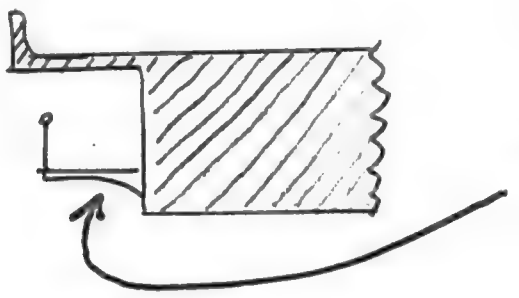
**TO** : Mr. R. E. Simpson
Division Engineer
Salem, Oregon

**FROM** : I. C. Lloyd, Chief
Highway Beautification Division
Portland, Oregon

**SUBJECT:** Aesthetic Review
I 205 Bridge Model

Accompanied by Regional Bridge Engineer Roy Tokerud on October 13, we reviewed the subject bridge model with Division Bridge Engineer Herb Schell and Oregon State Highway Division officials. The group selected, from the three proposed pier caps presented, the wine glass design as the best aesthetical cap.

Also, at this meeting, there was discussion on the potential of a bikeway on the structure. As a suggestion, perhaps the State would wish to consider entering or leaving on the downstream side under the main cantilevered portion of the structure, a proposal as indicated on the sketch below. Also, this scheme should be much cheaper than the recent estimate of $2,000,000 for a bikeway.



Cantilevered bikeway with grill handrail

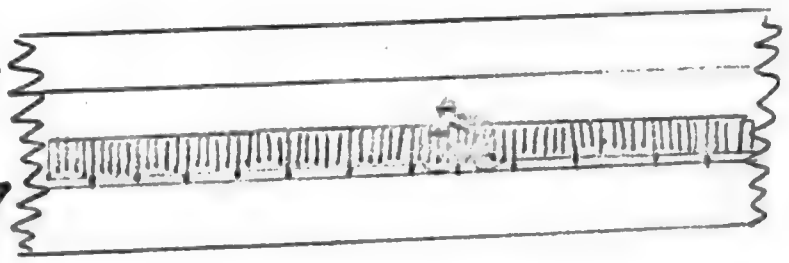
x-Section

NOTED
A. E. JOHNSON
11-5-71

Paint:

1. Outside rail buff color similar to Stadium freeway - observer's eye sees this first.

2. Lower portion with bikeway - dark gray like a shadow.



side View

cc: Roy Tokerud

RECEIVED
OCT 21 1971
OREGON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN
GPO 901-814

15

DEPARTMENT
OCT 18 1971
FOR FILING

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1971

To:
Memo to the Files

SUBJECT: Interstate 205
Columbia River Bridge

NOTED
A. E. JOHNSON

Today Mr. Ed Shields of the 13th Coast Guard District called me regarding the Columbia River Bridge on I-205. Mr. Shields had evidently seen some of the newspaper releases and pictures and was of the opinion that there had been changes made in the span arrangements. He requested that a revised navigation permit be submitted to cover any changed span arrangement. I assured Mr. Shields that this would be done; however, it will, of necessity, be delayed two or three months until we receive a final layout from our consultant. I explained this to Mr. Shields and he was satisfied.

I brought up the subject of the revision in roadway width inasmuch as the approved permit is for a six-lane bridge and we are proposing to build an eight-lane bridge. I explained this to Mr. Shields, that this change in roadway width did not change the span arrangements or the location of the piers. This will also be included in a revision to the navigation permit drawings to be made in the future.

At this time I informed Mr. Shields that the State intended to take exception to paragraph 4 of the special conditions of the permit which requires vertical clearance gauges on all piers in the river. I told Mr. Shields that the State had no objection to placing vertical clearance gauges on the fender system adjacent to the main channel span and on the piers adjacent to the auxiliary channel span; however, we did not believe it necessary to place these gauges on all piers. Mr. Shields informed me that his idea was that the vertical clearances could be placed on the piers with indented numerals and would require no maintenance. I still told Mr. Shields that I did not believe it necessary to indicate vertical clearances except on the two navigation spans.

By letter of June 11, 1970, the Coast Guard submitted a copy of the navigation lighting regulations for the proposed structure. I also indicated to Mr. Shields that the State intended to take exception to the requirements of this letter. However, I believe that under the present regulations and requirements of the Coast Guard it will be necessary to follow the lighting as requested in the June 11 letter.

Mr. Shields was very disturbed when I mentioned a fender system around the main channel piers. His concern being that this was an addition to the navigation permit and with the other changes could possibly require another public hearing. This he desires to avoid as does the State. Upon examination I find that the permit drawings submitted and approved by the Coast Guard indicate a proposed pier protection on sheet 3 of 6.

In summary, at such time as final plans and pier arrangements are received from our consultant, revised permit drawings should be prepared and submitted to the Coast Guard. These should also include the widened roadway. At this time it might be well to take up the argument with the Coast Guard on vertical clearance gauges at all piers and a request for relief from a portion of the pier obstruction lighting presently required by the Coast Guard.

ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

IDM:dh

cc A. E. Johnson
W. J. Hart

RECEIVED
OCT 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

8905.

RECEIVED
OCT 1 1971
FOR FILING

Salem, Oregon
October 6, 1971

See 10-27-66
cal R King
9-30-65
cal R King
8-9-66
EAF

R. L. Schroeder
Metropolitan Engineer

Attached is a copy of a request from the Multnomah County Planning Commission concerning the I-205 Bridge. Also attached is a copy of Sverdrup and Parcel's report and of the final selected design.

See if you can cool them out.

Tom Edwards
Deputy State Highway Engineer

TE:ja

Attachments

cc R. L. Porter
F. B. Klaboe
A. E. Johnson

(a) That this instrument does not convey any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining State or local assent required by law for the work authorized.

(b) That the work authorized herein shall be subject to the supervision and approval of the District Engineer, Corps of Engineers, in charge of the District in which the work is to be performed.

(c) That any material dredged in the prosecution of the work herein authorized shall be removed evenly and no large refuse piles, ridges across the bed of the waterway, or deep holes that may have a tendency to cause injury to navigable channels or to the banks of the waterway shall be left. If any pipe, wire, or cable hereby authorized is laid in a trench, the formation of permanent ridges across the bed of the waterway shall be avoided and the backfilling shall be so done as not to increase the cost of future dredging for navigation. Any material to be deposited or dumped under this authorization shall be deposited or dumped at the locality shown on the drawings hereto attached, and, if so prescribed thereon, within or behind a retaining structure or structures which will prevent the return of the material to the waterway.

(d) That the work authorized herein shall be performed in a manner so as not to adversely affect the general public interest. Factors affecting the general public interest include, but are not limited to, navigation, fish and wildlife, water quality, conservation, aesthetics and ecology.

(e) That the District Engineer may at any time make such inspections as he may deem necessary to assure that the work is performed in accordance with the conditions of this permit and all expenses thereof shall be borne by the permittee.

(f) That work under this permit may be suspended and/or the permit modified by authority of the Secretary of The Army if, after an evaluation of all relevant factors, it is determined that suspension and/or modification is in the general public interest.

(g) That this permit may be revoked by authority of the Secretary of The Army based upon significant changes in conditions occurring after issuance of this permit if, after an evaluation of the impact of such changes in conditions on the general public interest, the Secretary determines that revocation is in the general public interest.

(h) That the permittee, upon receipt of a notice to suspend work under this permit shall immediately cease work and shall not commence work again until so authorized in writing by the Secretary of The Army or his authorized representative.

(i) That the permittee, upon receipt of a notice of modification of this permit, shall alter the performance of the work authorized herein as directed by the Secretary of The Army or his authorized representative.

(j) That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration, where the work authorized herein has not been completed, shall, without expense to the United States and in such time and manner as the Secretary of The Army or his authorized representative may require, cease all work and remove all or any part of the work as directed.

(k) That, if at any time after completion of the work authorized herein, the Secretary of The Army determines that the general public interest is adversely affected by deterioration of the work or by significant changes in conditions, the Secretary or his authorized representative may, by written notice, require the permittee, or its successor in interest, at its own expense, to restore the work to the condition prescribed herein or to remove all or any part of the work.

(l) That, if the permittee, or its successor in interest, is required by the Secretary of The Army or his authorized representative under any condition of this permit to remove all or any part of the work, and he fails to do so as required, the work may be removed by contract or otherwise and the cost thereof recovered from the permittee or its successor in interest.

(m) That any modification, suspension or revocation of this permit shall not be the basis for a claim against the United States.

(n) That the United States shall in no case be liable for any damage or injury to the structure or work herein authorized which may be caused by or result from future operations undertaken by the Government for the conservation or improvement of navigation, or for other purposes, and no claim or right to compensation shall accrue from any such damage.

(o) That no attempt shall be made by the permittee to forbid the full and free use by the public of all navigable waters at or adjacent to the work or structure authorized by this permit.

(p) That if the display of lights and signals on any work herein authorized is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard, shall be installed and maintained by and at the expense of the owner.

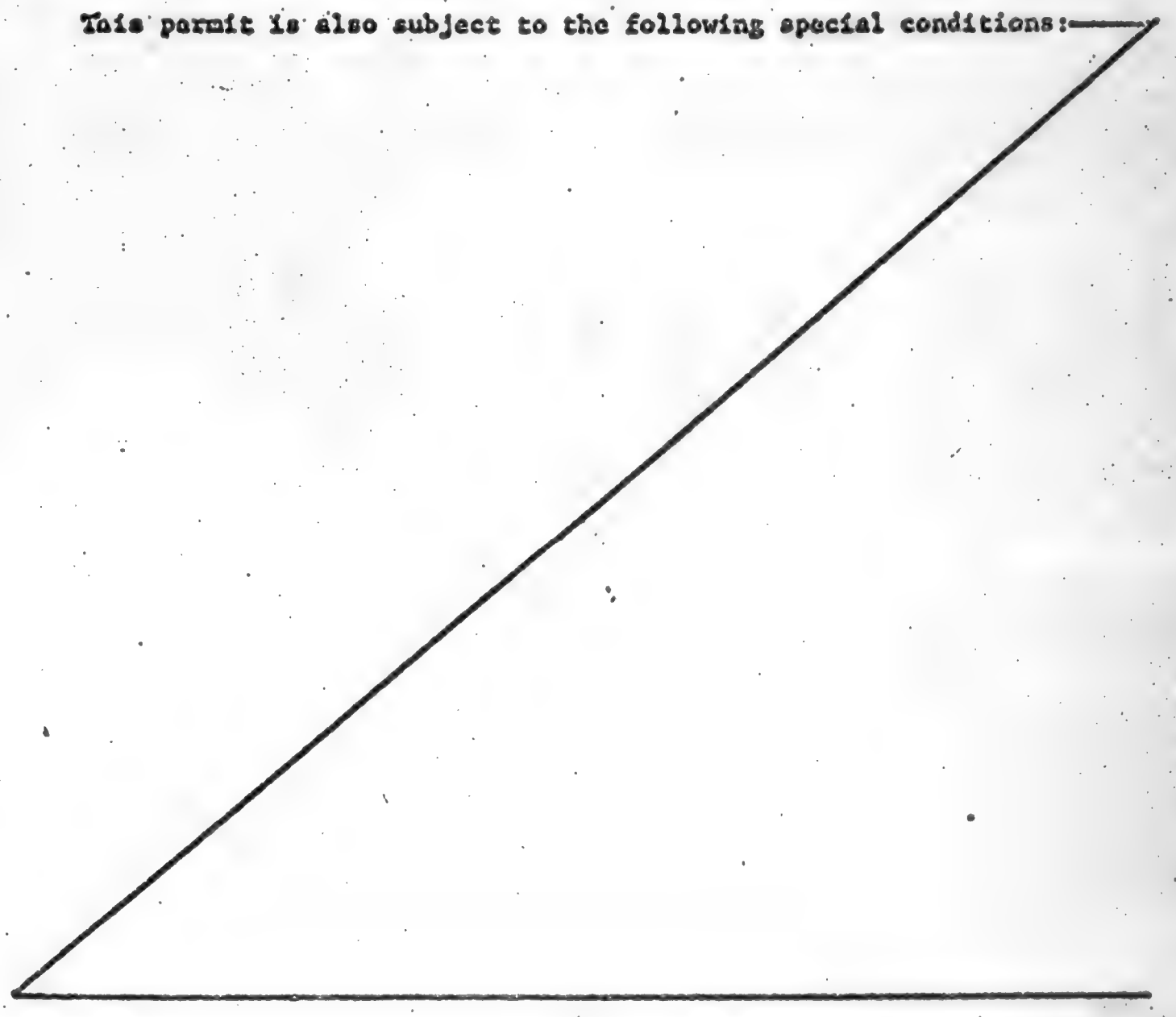
(q) That the permittee shall notify the District Engineer at what time the work will be commenced, and as far in advance of the time of commencement as the District Engineer may specify, and shall also notify him promptly, in writing, of the commencement of work, suspension of work, if for a period of more than one week, resumption of work, and its completion.

(r) That if the structure or work herein authorized is not completed on or before 31st day of December, 19 73, this permit, if not previously revoked or specifically extended, shall cease and be null and void.

(s) That the legal requirements of all Federal Agencies be met.

(t) That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require action by the Congress or other agencies of the Federal Government.

This permit is also subject to the following special conditions:



Special Conditions:

(1) That the State of Oregon be provided with appropriate lands, satisfactory to the State, in exchange for the State's land management areas of Lemon, Government and McGuire Islands. Evidence of the Oregon State Game Commission's satisfaction will be furnished by the permittee in the form of a letter from that Commission to the Port of Portland.

(2) That all maintenance dredging to presently maintained depths of Airport and Government Island Bars (River Mile 110-114), shall be done under the general direction and approval of the Government ( U.S. Army Engineers, Portland District), on the following basis: The established 5-year average maintenance dredging is 150,000 c.y. per year; accordingly, the Government will be responsible for removal of 150,000 c.y. annually during all of the period from the year the Port's dredging project in this area commences, through the year it is completed, plus a period of 3 complete years thereafter. The Port will be responsible for all additional dredging above 150,000 c.y. annually during said periods of time and disposal of materials all without cost to the Government. Should the Port be subject to payments of royalty for materials removed, no part of such costs will be assumed by the Government. The Government will advise the Port approximately 90 days in advance of any maintenance dredging required in the areas involved by this permit.

(3) That the permittee agrees it shall make initial hydrographic and topographic surveys of the entire reach and breadth of the Columbia River between river miles 107 and 117.5 substantially in accordance with the methods outlined in the Port of Portland letter of 27 June 1969 to the Portland District Engineer. Arrangements for such surveys should be made as soon as possible so that they will be completed prior to the commencement of substantial work under this permit. Any work commenced prior to the completion and submission of these surveys must be authorized in advance by the District Engineer. The permittee further agrees to repeat the hydrographic and topographic surveys upon completion of all initial dredging performed in connection with this permit. The permittee agrees that the surveys shall extend approximately 100 feet landward of all river bank lines. Appropriate evidence of each type of survey, both initial and final, shall be promptly furnished to the District Engineer. This provision does not relieve the permittee of any of its other obligations under the permit.

(4) That the permittee agrees it shall not be relieved by this permit of responsibility for any damage which it may cause to property of others arising out of or resulting from the prosecution of the work herein authorized.

(5) That the permittee agrees to bear expenses incurred by the Government beyond the Government's statutory authority in investigating shoaling or erosion caused by the authorized work and in approving plans of repair therefor.

(6) That the permittee agrees it shall make every effort to preserve the aesthetics of the area involved. No existing trees or vegetation will be destroyed or disturbed unless necessary. The planting of vegetation on the fill area slopes riverward from the proposed relocation of Marine Drive, the proposed public park area, the proposed recreation area and that portion of McGuire Island which is to be exchanged for Sand Island shall be done in conformance with the General Development Plans presented at the public hearing held to consider the permit application, and with specific plans to be prepared by a registered Landscape Architect. These specific plans will be submitted to the District Engineer for approval by 1 August 1970. The planting and other landscape work will be completed by 1 August 1972.

(7) That the permittee agrees it will prosecute work authorized by this permit in a manner so as to minimize the degradation of water quality caused by turbidity and oxygen depletion. The permittee agrees to provide for fill construction that will provide sufficient settling time to properly clarify discharge water prior to its return to the river. Dredged material of mud and silt composition is to be placed within retaining structures constructed with clean sand.

(8) That the permittee shall comply promptly with any regulations, conditions, or instructions affecting the work hereby authorized if and when issued by the Federal Water Pollution Control Administration and/or the State water pollution control agency having jurisdiction to abate or prevent water pollution. Such regulations, conditions or instructions in effect or prescribed by the Federal Water Pollution Control Administration or State agency are hereby made a condition of this permit.

By authority of the Secretary of the Army:

Robert B. Bangs COL CE
District Engineer

Permittee hereby accepts the terms and conditions of this permit.

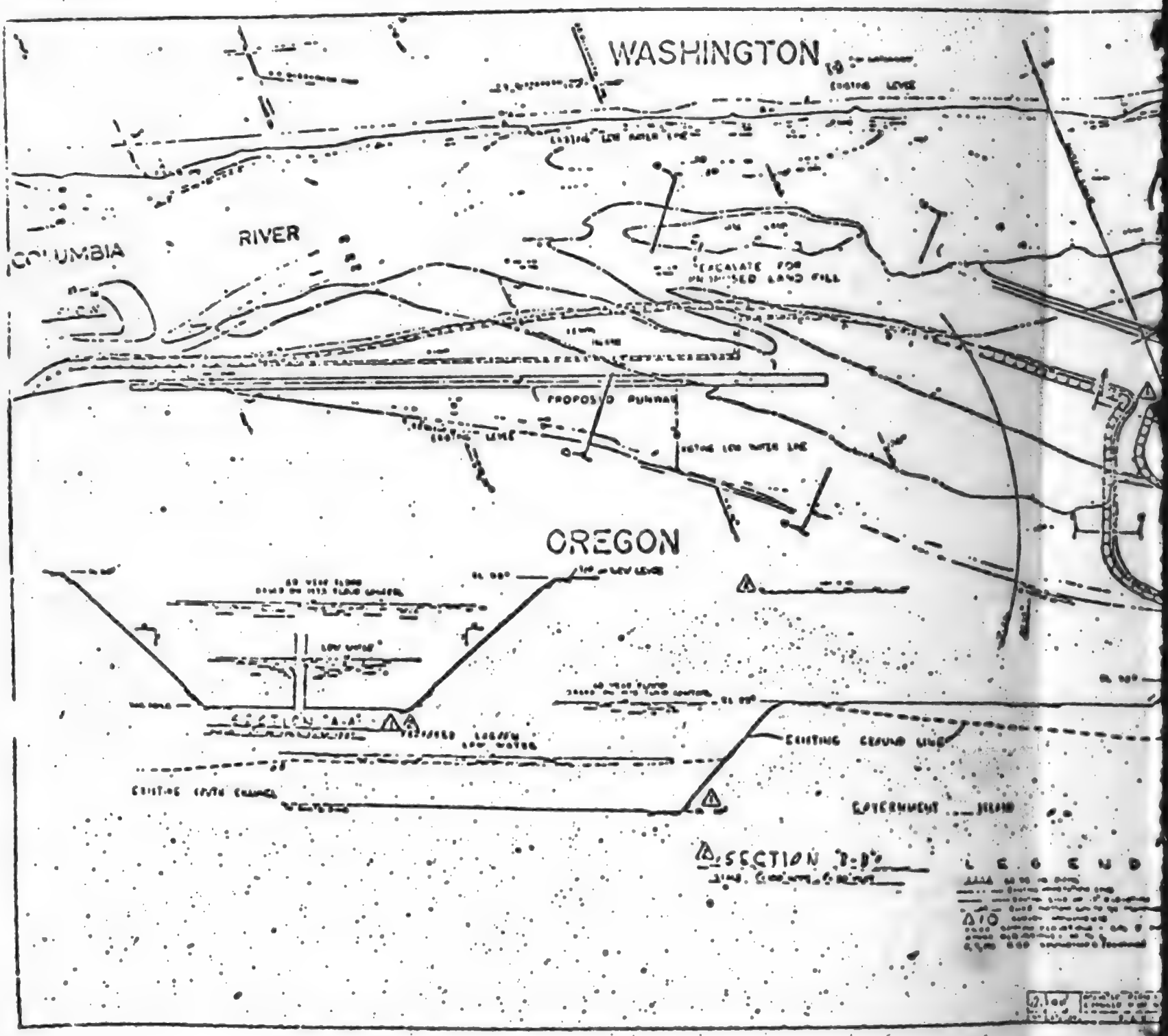
Permittee understands that failure to comply with all of the terms and conditions of this permit may result in its suspension or revocation.

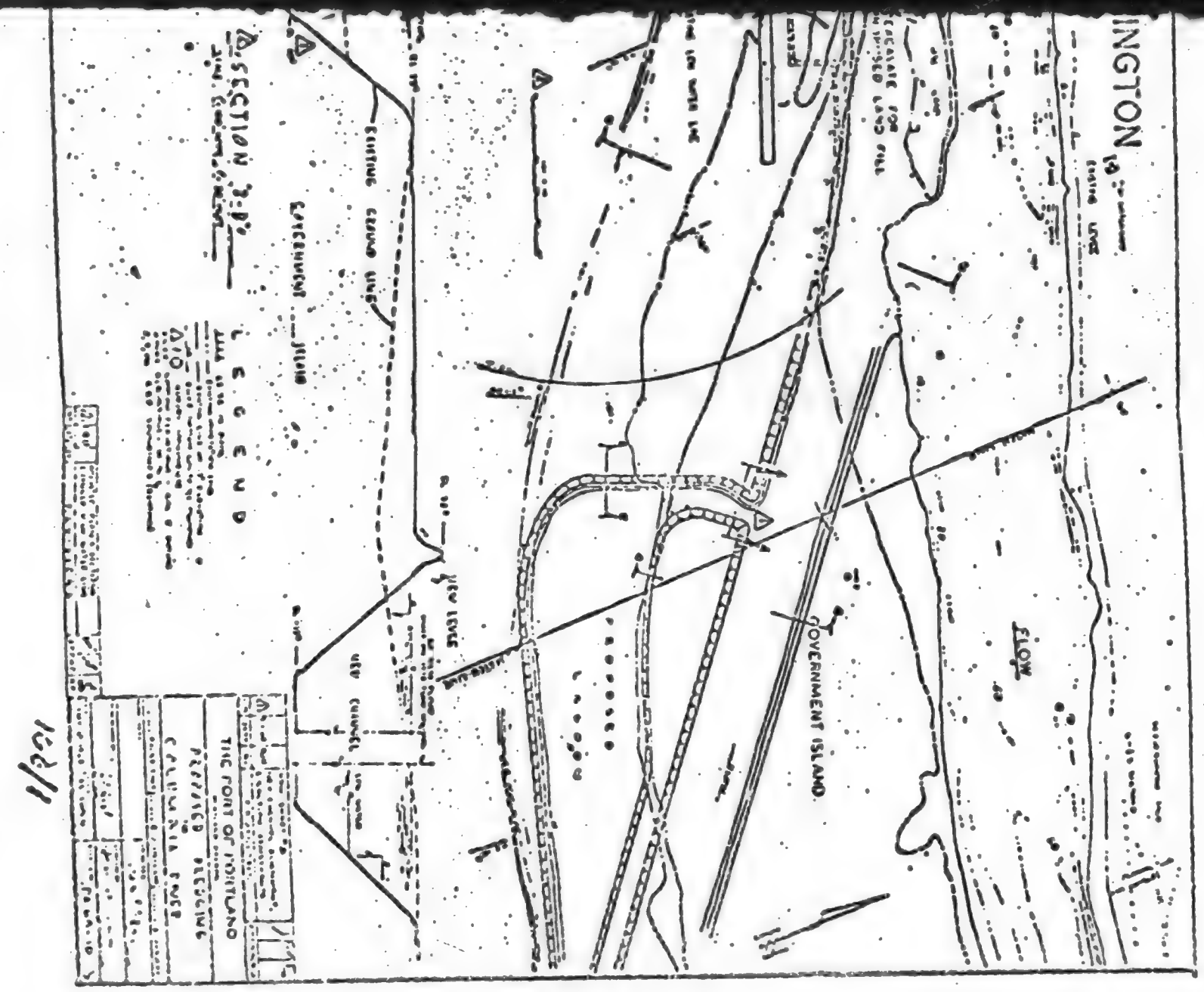
Port of Portland
By Dennis Lindsay, President
Permittee Date: January 5, 1969

By:_____

APPROVED AS TO FORM
[illegible]
of Counsel for The Port of Portland

ATTACHMENT A
Complaint for Declaratory Judgment
and Injunction etc.
Page 33


WASHINGTON
COLUMBIA
RIVER
OREGON
SECTION A-A
SECTION B-B
EXISTING GROUND LINE
GOVERNMENT ISLAND
LEGEND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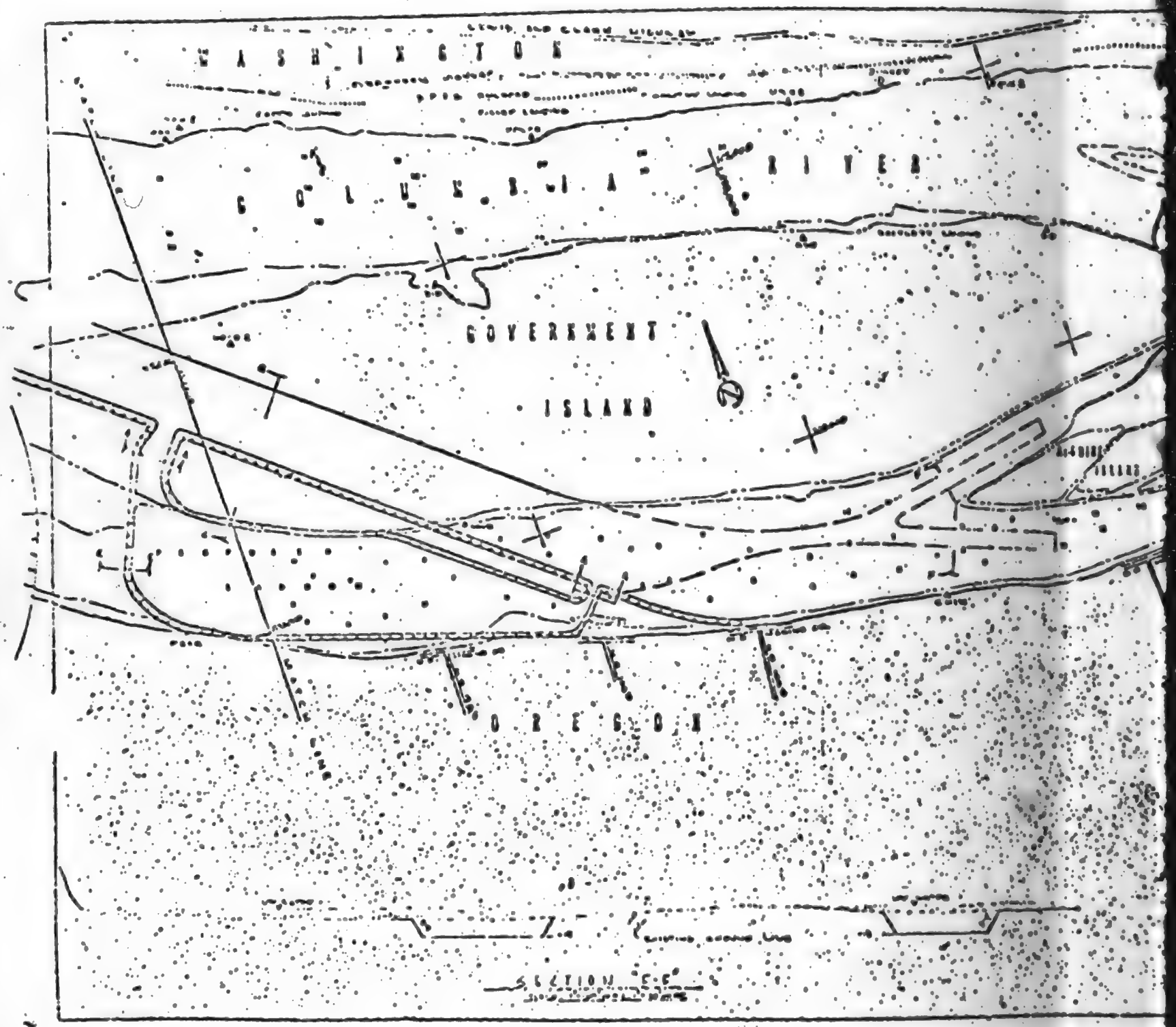
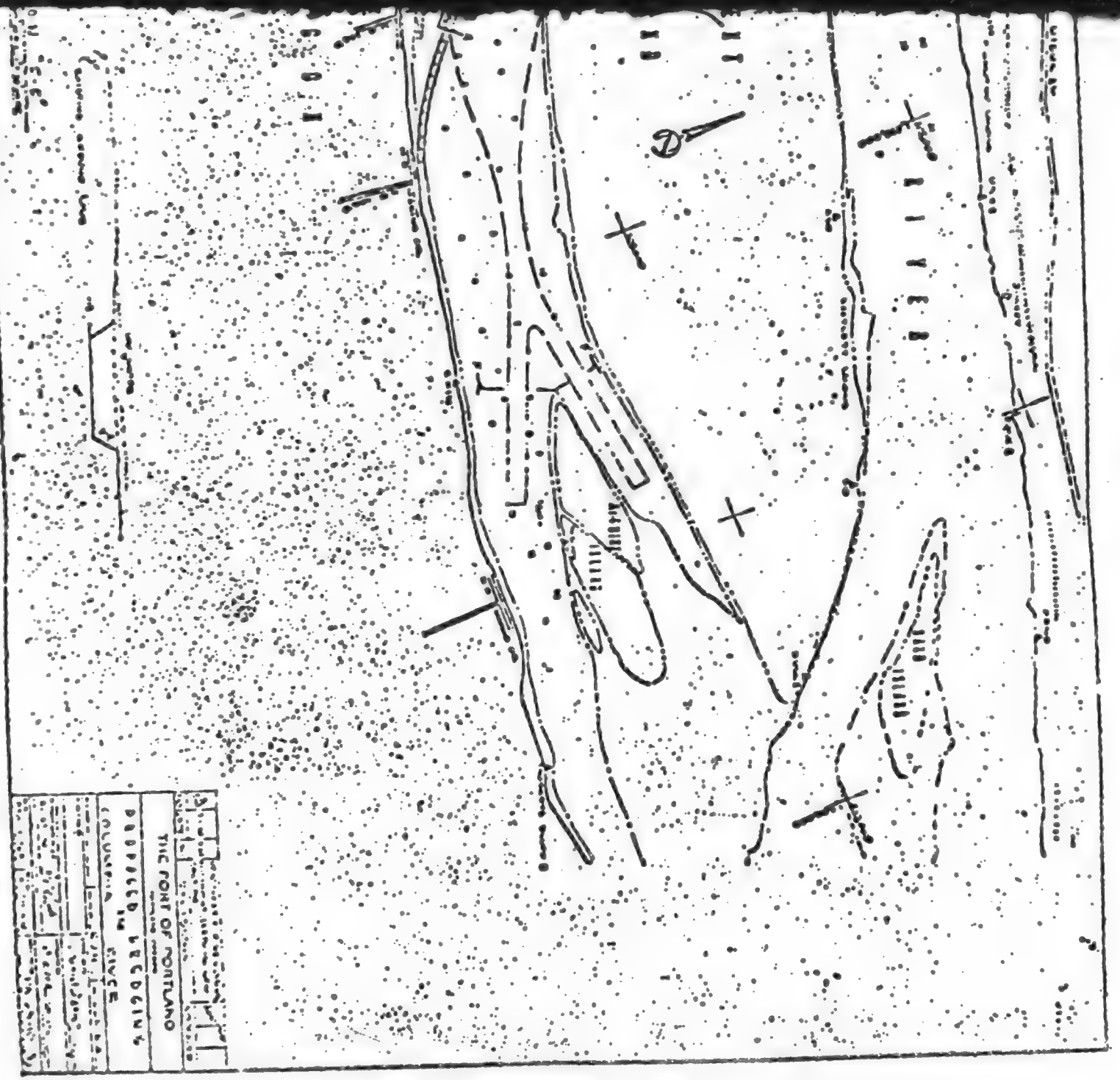

WASHINGTON
COLUMBIA RIVER
GOVERNMENT
ISLAND
OREGON
SECTION C-C




ATTACHMENT A
Complaint for Declaratory Judgment
and Injunction etc
Page 35

8905

RECEIVED
SEP 23 1971

Form FHWA-21 (12-67)

UNITED STATES GOVERNMENT

FOR FUNCTIONAL

# Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 21, 1971

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson
cy f dw
9-23-71

SUBJECT: Oregon Project I-205-7(-)312
Columbia River Bridge

The Preliminary Design Report and the Supplemental Studies dated August 12 have been reviewed. The recommended prestressed concrete superstructure with the 7-foot 6-inch overhang and the pier configuration similar to Scheme D of the Supplemental Study Report is approved. This approval is subject to a later study of some models now being constructed. Approval to proceed with the final design is granted.

I would like you to submit preliminary details for this large and unusual structure as they become available.

to Trevelleck
by Melba
cy for
9-27-71

RECEIVED
SEP 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

8905

RECEIVED
JUL 15 1971
FOR FILING

July 14, 1971

Mr. G. H. Andrews
Director of Highways
Washington Department of Highways
Highway Administration Building
Olympia, Washington 98501

Attention Mr. W. H. Foster
Assistant Director for Highway Development

Dear Mr. Andrews:

Re: 1972 Interstate Estimate, I-205
Columbia River Bridge

Recent developments in the design of the Columbia River Bridge on I-205 require skewing the piers to satisfy hydraulic requirements. This increases the State of Washington responsibility for the substructure from $7,262,320 to $7,523,800. The estimate for the superstructure and the miscellaneous work did not change.

Copies of the original estimate adjusted for this change are attached. The estimates do not include quantity or engineering and contingency allowances.

We hope that this late revision will not cause inconvenience in the preparation of your estimate.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
L. H. Young

JAR:ia srb

ESTIMATED CONSTRUCTION COST--RECOMMENDED CONCEPT
(Architecturally Oriented Prestressed Concrete Superstructure - Staggered Piers)

SUBSTRUCTURE

| Item | Unit | Quantity | Unit Price | Amount |
|---|---|---|---|---|
| **Washington** | | | | |
| Structure Excavation | CY | 36,900 | $ 30 | $ 1,107,000 |
| Bases of Pier 14: | | | | |
| Furnish Prestressed Reinforced Concrete Shells | CY | 2,640 | 125 | 330,000 |
| Class A Tremie Concrete | CY | 2,940 | 80 | 235,200 |
| Volume in Bases | CY | 4,600 | 125 | 575,000 |
| Prestressed Concrete Piles | LF | 10,900 | 10 | 109,000 |
| Steel H-Piles (HP14X73) | LF | 22,300 | 12 | 267,600 |
| Class A Footing Concrete | CY | 15,980 | 53 | 846,940 |
| Class A Abutment Concrete | CY | 640 | 72 | 46,080 |
| Class A Concrete above Footings and Pier Bases | CY | 16,900 | 165 | 2,788,500 |
| Reinforcement | Ton | 2,820 | 300 | 846,000 |
| Riprap (Scour Protection) | Ton | 7,400 | 15 | 111,000 |
| | | | Sub-total | ~~$ 7,262,320~~ |
| Increased cost due to staging Piers | | | | 7,523,800 |
| **Oregon** | | | | |
| Bases of Piers 13 thru 27: | | | | |
| Furnish Prestressed Reinforced Concrete Shells | CY | 11,100 | $ 180 | $ 1,998,000 |
| Class A Tremie Concrete | CY | 11,600 | 77 | 893,200 |
| Class A Fill Concrete | CY | 28,800 | 68 | 1,958,400 |
| Volume in Bases | CY | 51,500 | 30 | 1,545,000 |
| Prestressed Concrete Piles | LF | 7,500 | 10 | 75,000 |
| Steel H-Piles (W14X158) | LF | 125,000 | 25 | 3,125,000 |
| Class A Abutment Concrete | CY | 450 | 72 | 32,400 |
| Class A Concrete above Pier Bases | CY | 12,000 | 220 | 2,640,000 |
| Reinforcement | Ton | 2,230 | 300 | 669,000 |
| Riprap (Scour Protection) | Ton | 102,000 | 15 | 1,530,000 |
| | | | Sub-total | ~~$14,466,000~~ |
| Increased cost due to staging Piers | | | | 17,070,000 |
| | | | ~~Total~~ | ~~$21,728,320~~ |
| | | | ~~Contingencies 10%~~ | ~~2,171,680~~ |
| | | | ~~TOTAL SUBSTRUCTURE~~ | ~~$23,900,000~~ |

| | orc | wash |
|---|---|---|
| Superstructure | 22,991,600 | $ 12,450,400 |
| Substructure | 17,070,000 | 7,523,800 |
| Misc. | 1,021,000 | 543,000 |
| | $ 41,082,600 | $ 20,517,200 |

ESTIMATED CONSTRUCTION COST--RECOMMENDED CONCEPT
(Architecturally Oriented Prestressed Concrete Superstructure - Staggered Piers)

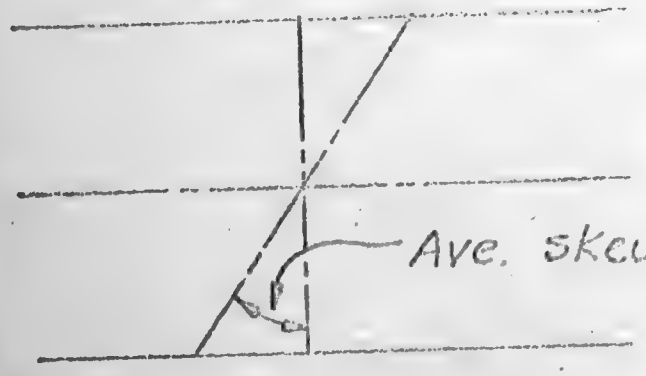
SUPERSTRUCTURE

| Item | Unit | Quantity | Unit Price | Amount |
|---|---|---|---|---|
| **Washington** | | | | |
| Class A Concrete-Approach Spans | CY | 28,400 | $ 170 | $ 5,253,075 |
| Class A Concrete-Main Spans | CY | 12,510 | 230 | 3,063,725 |
| Prestressing Steel (270 ksi) | Ton | 1,650 | 1,200 | 2,021,250 |
| Prestressing Steel (160 ksi) | Ton | 920 | 930 | 878,600 |
| Reinforcement (Mild Steel) | Ton | 3,140 | 300 | 942,000 |
| Reinf. Conc. Parapet Barrier | CY | 950 | 300 | 285,000 |
| Deck Waterprfg. & Wrg. Surf. | SY | 45,500 | 15 | 682,500 |
| | | | Sub-total | $12,450,400 |
| **Oregon** | | | | |
| Class A Concrete-Approach Spans | CY | 55,680 | $ 190 | $10,579,200 |
| Class A Concrete-Main Spans | CY | 18,130 | 230 | 4,169,900 |
| Prestressing Steel (270 ksi) | Ton | 3,230 | 1,100 | 3,553,000 |
| Prestressing Steel (160 ksi) | Ton | 1,580 | 850 | 1,343,000 |
| Reinforcement (Mild Steel) | Ton | 5,640 | 300 | 1,692,000 |
| Reinf. Conc. Parapet Barrier | CY | 1,740 | 300 | 522,000 |
| Deck Waterprfg. & Wrg. Surf. | SY | 75,500 | 15 | 1,132,500 |
| | | | Sub-total | $22,991,600 |
| | | | Total | $35,442,000 |
| | | | Contingencies 10%± | 3,548,000 |
| | | | TOTAL SUPERSTRUCTURE | $38,990,000 |

MISCELLANEOUS

| | | | | |
|---|---|---|---|---|
| **Washington** | | | | |
| Fenders | LS | 1 | -- | $ 425,000 |
| Electrical | LS | 1 | -- | 110,000 |
| Signing | LS | 1 | -- | 8,000 |
| | | | Sub-total | $ 543,000 |
| **Oregon** | | | | |
| Fenders | LS | 1 | -- | $ 425,000 |
| Electrical | LS | 1 | -- | 180,000 |
| Signing | LS | 1 | -- | 16,000 |
| Marine Drive Grade Separation Structure | LS | 1 | -- | 400,000 |
| | | | Sub-total | $ 1,021,000 |
| | | | Total | $ 1,564,000 |
| | | | Contingencies 10%± | 156,000 |
| | | | TOTAL MISCELLANEOUS | $ 1,720,000 |
| | | | TOTAL COST, RECOMMENDED CONCEPT | $64,610,000 |

7-9-71



Ave. skew of piers = 38°

cos = .788 , 1/cos = 1.27

27% increase in rdwy. width along skewed pier.

Assume: Cross beam remains radial,

2/3 x 27 = 18% increase in cost.

| | |
|---|---|
| 14,466,000 x 1.18 = | 17,070,000 |
| | 22,991,600 |
| | 1,021,000 |
| | $41,082,600 ORE |

Assume: 20% of Wash. structure affected by change

| | |
|---|---|
| 7,262,320 x .8 + 7,262,320 x .2 x 1.18 | 7,523,800 |
| | 12,450,400 |
| | 543,000 |
| | $ 20,517,200 |

8105

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Form FHWA-12 (12-67)

UNITED STATES GOVERNMENT

# Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. A. E. Johnson

DATE: June 3, 1971

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson

NOTED
A. E. JOHNSON

SUBJECT: Oregon Project I-205
Columbia River Bridge
Preliminary Bridge Plans and Design Report

The following comments were received from our Washington office on the subject report:

Neither of the documents transmitted with your memorandum (Regional Office FHWA memorandum) of May 3 provide a sufficient hydraulic analysis for this costly crossing. A report prepared by Dr. William Bauer for the Port of Portland should be obtained as part of this analysis. (Note: The Bauer report along with other hydraulic data submitted by Mr. Johnson's letter of May 24 has now been forwarded to our Washington office for review.) Dr. Bauer's report should contain information concerning general scour in this reach.

We do not agree that we can be confident that a rock blanket or weighted timber mattress placed in a preformed scour hole will prevent local or general scour. Piles should be driven well below anticipated scour depths rather than attempt to provide for scour problems through a protective system. It would be desirable to found all river piles on or in the Troutdale formation, but this may not be practical nor warranted, depending upon pier size, shape, orientation, and location.

We concur with the Consultant's conclusion that scour problems during construction should be made a contractor responsibility, insofar as cofferdams and other temporary construction is concerned. However, piling should be driven to such depths that they will not be endangered by scour during construction. Also, because of the predictability of flow in the Columbia River, the contractor should be required to schedule work so that cofferdams or other temporary construction measures will not remain in the river during periods of anticipated high flow. If this is done, scour during construction should not be excessive. In this connection, it would be advisable to provide a stage-hydrograph in the plans to assist bidders in estimating costs.

NOTED
TOM EDWARDS

(more)

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

We agree that scour and foundations should receive additional studies. We also believe that flow distribution and flow directions should be analyzed and additional study should be given to the possible adverse effects of some of the alternate pier arrangements on navigation and scour.

## Structures

We agree to minimize overhang

We do not agree that the depth of the structure needs to be emphasized and consequently prefer the shadow effect achieved by a slab overhang.

In this respect, we note the slab overhang is 9'6" on concept A, supported by a bracket and fascia stringer, whereas on concept B the slab overhang is 14'6" as a cantiliver.

We further note on concept A that the longitudinal girders are all framed into a transverse girder at the piers rather than being supported directly on the piers. These considerations, together with more judicious use of high-strength, low alloy steel should improve the economy of the structural steel design.

May be low — Seal can't have extremely high

We consider the prestressed concrete unit price figures are not realistic for the segmental type construction proposed for the main spans and suggest further review of these figures.

The above comments are in advance of any recommendations by the State.

We feel that further review of the hydraulic characteristics must be made before you can proceed to the next phase of design.

Other minor items which might be brought to the attention of the consultants are:

Drainage (Page 68) - It appears that consultants' design proposal is not in keeping with your current policy in the Metropolitan area in Portland. It is suggested that you furnish the consultant with your "Table of Runoffs During Storm 10-Year Period" for the Portland area made in 1958.

Signing - The signing shown on Plate 19 is not in complete accordance with MUTCD. We would suggest you review this plate.

(more)

Lighting (Page 70) - The roadway lighting should be designed in accordance with 1969 AASHO Guide for Roadway Lighting. The variations will have to be supported. Please note the consultant recommends a 30-foot mounting height or with the roadway at approximately elevation of 55 (south end of the structure). Only about 27 feet is available without encroaching on the airport's flight path. The consultant should check this figure before finalizing the lighting.

We feel that further review of these items by your staff and the consultant should be initiated.

cc:
Region (08-00.35)
H.A.Schell

RECEIVED
JUN 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

I-205

RECEIVED
MAY 25 1971
FOR FILING

May 24, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

360

Dear Sir:

Re: Oregon I-205
Columbia River Bridge
Your Ref. 08-35-6

Your May 4 memorandum requests additional hydraulic and scour data on structures in the Columbia River in the vicinity of the proposed I-205 Columbia River Bridge. Attached are the following data:

1. Four sets of sounding data from our maintenance files covering piers 2, 3, 4, 6, 7, and 8 of the reconstructed Interstate 5 bridges. The material covers the year 1959 when the riprap was placed; 1963; 1966; 1967; 1968; and 1969.

2. Four prints each of two drawings each of stream bed profiles indicating rock placement, etc., on the Burlington-Northern Railroad bridge covering the years from 1917 to 1965, inclusive.

3. Four aerial prints indicating the construction area along the proposed bridge centerline.

4. Four prints each of four aerial photographs obtained from the Corps of Engineers covering the Columbia River from the upper end of Government Island to approximately one mile downstream from the Burlington-Northern Railroad bridge. These prints are dated November 1967, and are numbered as 67-37, 67-38A, 67-38B, and 67-39.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johansen
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
I. D. Merchant

IDM:dh ms

Attachments
(File cys of att. in Bridge)

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

# *Memorandum*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: May 4, 1971

In reply refer to: 08-35-6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-205
Columbia River Bridge

In order to properly review the complex problems of scour and hydraulics of the proposed structure it would appear to be advantageous to have available summary hydraulic data on the Columbia River I-5 Interstate and railroad bridges located downstream from the proposed site.

Please assemble and summarize all the information available from your maintenance people and the railroad (if available). A plan sheet of the structures would be desirable indicating the types of footings and their respective depths.

Your transmittal letter accompanying the consultant's preliminary design report did not indicate your preference. We would appreciate your recommendations after both States have reviewed the submission.

AEJ
NOTED
TOM EDWARDS

RECEIVED
OFFICE OF
HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

# *Memorandum*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: April 6, 1971

In reply refer to: 08-35.6

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205
Columbia River Bridge
Interim Preliminary Plans and Study Sketches

We have received comments from our Region and Washington offices on your initial submission of the interim report for the preliminary design of the I-205 Columbia River Bridge. Because of the lack of information at this early stage of the study definite recommendations on pier orientation and location cannot be made. However, initial comments of our Hydraulic, Bridge, and Highway Beautification people were requested in order to assist in evaluating the various problems expected on such a monumental structure.

We believe that further hydraulic studies are required before deciding which of the proposed schemes are acceptable. It would appear desirable to have copies of the Bauer report and an aerial view of the bridge site accompanying the consultant's final submission for consideration during the hydraulic review. Scheme II offers the most satisfactory hydraulic solution and some modification of spans on the south approach where hydraulic problems have little influence would permit some reduction in the severe skew of these bents. If the hydraulic study indicated that Schemes II and IV, for example, or some other variation were acceptable, we would recommend comparative cost studies between the alternates. Cost could then be included in the final consideration along with the aesthetic foundation and structural problems.

4-14-71
Mr. Lauer.
Please discuss
with [illegible]

One of the items in the consultant's interim report on the studies of alternate pier shape is the relative scour protection required. The effectiveness of riprap around pier footings for protection against scour is questioned and we recommend that the piers be founded well below the estimated depth of scour without regard to any riprap. We feel that the consultant has not found the best possible pier shaft configuration for any of the pier orientations considered. Further study after selection of pier orientation is suggested.

Our Highway Beautification people believe that a single pier for both structures would be aesthetically superior compared to the twin piers at each bent. Single piers would undoubtedly require the alinement with

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

streamflow to satisfy hydraulic requirements. Our Highway Beautification people have prepared a sketch incorporating the single pier concept and have opened up the hammerhead pier configuration where the structure is low to enhance the appearance especially where the beam elements sink into the ground or approach the water. We would be happy to show you this sketch if desired.

8405

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MAY 18 1971
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Edwards

Marvin B. Durning, Esq.
Durning, Prince & Smith
1411 Fourth Avenue Building
Seattle, Washington 98101
Telephone: MAin 4-8901

UNITED STATES DISTRICT COURT

DISTRICT OF OREGON

CARL A. PETTERSON and MARTHA A. PETTERSON, his wife; G. CAMPBELL DOWD and MIRIAM W. DOWD, his wife; JOHN C. BROUGHER and ESTHER BROUGHER, his wife; ELIZABETH G. DONAUGH; HEYES PETERSON and MARY P. PETERSON, his wife; RAYMOND H. ANDRUSS and MARGARET ANDRUSS, his wife; BERT L. BAUERSACHS and HELEN BAUERSACHS, his wife,

Plaintiffs,

vs.

STANLEY S. RESOR, individually and as Secretary of the Army of the United States; FREDERICK J. CLARKE, individually and as Chief of Engineers of the U.S. Army; PAUL D. TRIEM, individually and as District Engineer, Portland District, Corps of Engineers of the U.S. Army; JOHN VOLPE, individually and as Secretary of Transportation of the United States; and ROGERS C. B. MORTON, individually and as Secretary of the Interior of the United States,

Defendants.

NO.

COMPLAINT FOR DECLARATORY JUDGMENT, INJUNCTION AND MANDAMUS

Telephone: MAin 4-8901

UNITED STATES DISTRICT COURT

DISTRICT OF OREGON

| | |
|---|---|
| CARL A. PETTERSON and MARTHA A. PETTERSON, his wife; G. CAMPBELL DOWD and MIRIAM W. DOWD, his wife; JOHN C. BROUGHER and ESTHER BROUGHER, his wife; ELIZABETH G. DONAUGH; HEYES PETERSON and MARY P. PETERSON, his wife; RAYMOND H. ANDRUSS and MARGARET ANDRUSS, his wife; BERT L. BAUERSACHS and HELEN BAUERSACHS, his wife,<br><br>Plaintiffs,<br><br>vs.<br><br>STANLEY S. RESOR, individually and as Secretary of the Army of the United States; FREDERICK J. CLARKE, individually and as Chief of Engineers of the U.S. Army; PAUL D. TRIEM, individually and as District Engineer, Portland District, Corps of Engineers of the U.S. Army; JOHN VOLPE, individually and as Secretary of Transportation of the United States; and ROGERS C. B. MORTON, individually and as Secretary of the Interior of the United States,<br><br>Defendants. | NO.<br><br>COMPLAINT FOR DECLARATORY JUDGMENT, INJUNCTION AND MANDAMUS |

To be sent that Porter if he does not have one

NOTED
TOM EDWARDS

LAW OFFICES OF
DURNING, PRINCE & SMITH
1411 FOURTH AVENUE
SEATTLE, WASHINGTON 98101
MAin 4-8901

COME NOW the plaintiffs and state to the Court as follows:

I.- JURISDICTION

1. Grounds - This action arises under the following sections of the Constitution of the United States and of statutes and other legal authorities of the United States, as hereinafter more fully appears:

(a) The Fifth Amendment to the Constitution of the United States, USC Const. Amendment V

(b) 28 USC §1331 (Jurisdiction Federal question)

(c) 28 USC §1361 (Jurisdiction Mandamus against U.S. official)

(d) The Act of June 25, 1948, 62 Stat. 931; 28 USC §1337 (Jurisdiction of Court under Acts Regulating Commerce)

(e) The Act of Sept. 6, 1966, 80 Stat. 381, et. seq., as amended, 5 USC §§500-576 (Administrative Procedure) and §§701-706 (Judicial Review), as amended

(f) 28 USC §2201 et seq. (Declaratory Judgments)

(g) The Act of March 3, 1899, 30 Stat. 1151; 33 USC §§401 and 403 (Rivers and Harbors Appropriation Act of 1899)

(h) Memorandum of Understanding between the Secretary of the Interior and the Secretary of the Army, 33 CFR §209.120

(i) The Act of March 23, 1906, 34 Stat. 84, et seq.; 33 USC §491 et seq., as amended (The Bridge Act of 1906, as amended)

(j) The Act of August 2, 1946, 60 Stat. 847, et seq.; 33 USC §525, et seq., as amended (The General Bridge Act of 1946, as amended)

(k) The Act of June 3, 1948, 62 Stat. 1155, as amended, 33 USC §466 et seq., as amended (The Federal Water Pollution Control Act, as amended)

(l) The Act of June 17, 1966, 80 Stat. 203, 33 USC §1101, et seq. (The Marine Resources and Engineering Development Act of 1966)

(m) The Act of March 10, 1934, 48 Stat. 401, et seq.; 16 USC §661, et seq., as amended (The Fish and Wildlife Coordination Act)

I. JURISDICTION

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SEATTLE, WASHINGTON 98101
MAIN 4-8901

(n) The Act of August 8, 1956, 70 Stat. 1119, 16 USC §742(a) et seq., as amended (Fish and Wildlife Act of 1956)

(o) The Act of September 2, 1937, 50 Stat. 917, et seq.; 16 USC §669, et seq., as amended, (The Wildlife Restoration Act, also called the Pittman Robertson Act)

(p) The Act of August 3, 1968, 82 Stat. 625, 16 USC §§1221-1226 (The Estuarine Areas Act)

(q) The Act of August 25, 1916, 39 Stat. 535, as amended, 16 USC §1 et seq., as amended (National Park Service - national monuments)

(r) The Act of August 21, 1935, 49 Stat. 666, as amended, 16 USC §461 et seq., as amended (Historic Sites, Buildings and Objects)

(s) The Act of June 19, 1948, 62 Stat. 532, 16 USC §§450ff-450ff-2 (Establishment of Fort Vancouver National Monument)

(t) The Act of October 2, 1968, 82 Stat. 919, 16 USC §1241, et seq. (The National Trails System Act)

(u) The Act of July 22, 1965, 79 Stat. 244, 42 USC §1962, et seq., as amended (The Water Resources Planning Act)

(v) The Act of September 26, 1968, 82 Stat. 868, 42 USC §1962(d) et seq., as amended (The National Water Commission Act)

(w) The Act of October 15, 1966, 80 Stat. 931, et seq.; 49 USC §1651, et seq., as amended (The Department of Transportation Act of 1966 as amended)

(x) The Act of May 13, 1946, 60 Stat. 170 et seq.; 49 USC §1101, et seq., as amended (The Federal Airport Act, as amended)

(y) The Act of August 23, 1968, 72 Stat. 737, et seq.; 49 USC §1301 et seq., as amended, especially §§1349 and 1350, as amended (The Federal Aviation Act of 1958, as amended)

(z) P.L. 91-258; 84 Stat. 219, (The Airport and Airway Development and Revenue Acts of 1970), 49 USC § 1701

(aa) The Act of August 27, 1958, 72 Stat. 885, et seq., Title 23, USC, as amended. (By this Act Title 23 - Highways - was revised, codified, and enacted into positive law), especially the Acts of September 13, 1966, 80 Stat. 771, as amended by the Act of August 23, 1968, 82 Stat. 823, 23 USC §138 (Fed. Aid Highway Act of 1968)



LAW OFFICES OF

and Wildlife Act of 1956)

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SEATTLE, WASHINGTON 98101
MAIN 4-5901

(bb) P.L. 91-190, 83 Stat. 852, (The National Environmental Policy Act of 1969), 42 USC §4321.

2. Jurisdictional Amount - No jurisdictional amount is required in an action of this type. Nevertheless, if needed, the necessary jurisdictional amount is present, for the matter in controversy exceeds, exclusive of interest and costs, the sum of $10,000. More specifically, each of the plaintiffs will be injured and damaged, both economically and otherwise, by the Corps of Engineers permit complained of above, or in combination with one or more of the other federal agency actions complained of herein, including injury to their property and to their personal health, peace and tranquility, and that of members of their family. As to each of the plaintiffs, their property damage will be as set out below. Injury to their personal health, peace and tranquility will be substantial, and additional to the property damage set out in the paragraphs below.

3. Carl A. Petterson and Martha A. Petterson, his wife, reside at 2612 S. E. Ellsworth Road, Vancouver, Clark County, Washington, on riverfront property consisting of about one acre, all owned by them. Their riverfront property has a value well over $60,000 and will be damaged or devalued in excess of $10,000, exclusive of interest and costs by the erosion; noise, water, air and visual pollution; and other adverse effects of the works purported to be authorized by the permit and/or other federal agency actions complained of.

4. G. Campbell Dowd and Miriam W. Dowd, his wife, reside with their three children, in their home at 11523 East Evergreen Highway, Vancouver, Clark County, Washington, on riverfront property consisting of about five acres, all owned by them. Their riverfront property has a value well over $75,000 and will be damaged



LAW OFFICES OF
DURNING, PRINCE & SMITH

2. Jurisdictional Amount - No jurisdictional amount is required in an action of this type. Nevertheless, if needed, the necessary jurisdictional amount is present, for the matter in controversy exceeds, exclusive of interest and costs, the sum of $10,000. More specifically, each of the plaintiffs will be injured and damaged, both economically and otherwise, by the Corps of Engineers permit complained of above, or in combination with one or more of the other federal agency actions complained of herein, including injury to their property and to their personal health, peace and tranquility, and that of members of their family. As to each of the plaintiffs, their property damage will be as set out below. Injury to their personal health, peace and tranquility will be substantial, and additional to the property damage set out in the paragraphs below.

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SEATTLE, WASHINGTON 98101
MAIN 4-8901

or devalued in excess of $10,000, exclusive of interest and costs by the erosion; noise; water, air and visual pollution; and other adverse effects of the works purported to be authorized by the permit and/or other federal agency actions complained of.

5. John C. Brougher and Esther Brougher, his wife, reside at 10407 S. E. Evergreen Highway, Vancouver, Clark County, Washington, on riverfront property consisting of about 2.7 acres, all owned by them. Their riverfront property has a value well over $75,000 and will be damaged or devalued in excess of $10,000, exclusive of interest and costs by the erosion; noise; water, air and visual pollution; and other adverse effects of the works purported to be authorized by the permit and/or other federal agency actions complained of.

6. Elizabeth G. Donaugh resides with her husband and two children in their home at 11737 S. E. Evergreen Highway, Vancouver, Clark County, Washington, on riverfront property consisting of about four and a half acres, all owned by her as her separate property. Her riverfront property has a value well over $60,000 and will be damaged or devalued in excess of $10,000, exclusive of interest and costs by the erosion; noise; water, air and visual pollution; and other adverse effects of the work purported to be authorized by the permit and/or other federal agency actions complained of.

7. Heyes Peterson and Mary P. Peterson, his wife, reside with their two children in their home at 7117 East Evergreen Highway, Vancouver, Clark County, Washington, on riverview property consisting of about two-thirds acres, all owned by them. Their abovesaid property will be damaged or devalued by the noise; water, air and visual pollution; and other adverse effects of the works purported to be authorized by the permit. Whether their property will be damaged more than $10,000, exclusive of interest and costs, or



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adverse effects of the works purported to be authorized by the permit and/or other federal agency actions complained of.

5. John C. Brougher and Esther Brougher, his wife, reside at 10407 S. E. Evergreen Highway, Vancouver, Clark County, Washington, on riverfront property consisting of about 2.7 acres, all owned by them. Their riverfront property has a value well over $75,000 and will be damaged or devalued in excess of $10,000, exclusive of interest and costs by the erosion; noise; water, air and visual pollution; and other adverse effects of the works purported to be authorized by the permit and/or other federal agency actions complained of.

6. Elizabeth G. Donaugh resides with her husband and two children in their home at 11737 S. E. Evergreen Highway, Vancouver, Clark County, Washington, on riverfront property consisting of about four and a half acres, all owned by her as her separate property. Her riverfront property has a value well over $60,000 and will be damaged or devalued in excess of $10,000, exclusive of interest and costs by the erosion; noise; water, air and visual pollution; and other adverse effects of the work purported to be authorized by the permit and/or other federal agency actions complained of.

7. Heyes Peterson and Mary P. Peterson, his wife, reside with their two children in their home at 7117 East Evergreen Highway, Vancouver, Clark County, Washington, on riverview property consisting of about two-thirds acres, all owned by them. Their abovesaid property will be damaged or devalued by the noise; water, air and visual pollution; and other adverse effects of the works purported to be authorized by the permit. Whether their property will be damaged more than $10,000, exclusive of interest and costs, or



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less than that sum, will depend upon the severity and extent of the noise; water, air and visual pollution; and other adverse effects, but might exceed the abovesaid sum alone or in combination with effects on their personal health, peace and tranquility and that of their family.

8. Raymond H. Andruss and Margaret Andruss, his wife, reside with their four children in their home at 905 S. E. 94th Avenue, Vancouver, Clark County, Washington, on property owned by them. Their abovesaid property will be damaged or devalued by the noise; water, air and visual pollution; and other adverse effects of the works purported to be authorized by the permit. Whether their property will be damaged more than $10,000, exclusive of interest and costs, or less than that sum, will depend upon the severity and extent of the noise; water, air and visual pollution; and other adverse effects, but might exceed the abovesaid sum alone or in combination with effects on their personal health, peace and tranquility and that of their family.

9. Bert L. Bauersachs and Helen Bauersachs, his wife, reside in their home at 301 Farview Drive, Vancouver, Clark County, Washington, on property owned by them. Their abovesaid property will be damaged or devalued by the noise, water, air and visual pollution; and other adverse effects of the works purported to be authorized by the permit. Whether their property will be damaged more than $10,000, exclusive of interest and costs, or less than that sum, will depend upon the severity and extent of the noise; water, air and visual pollution; and other adverse effects, but might exceed the abovesaid sum, alone or in combination with effects on their personal health, peace and tranquility.

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effects on their personal health, peace and tranquility and that of their family.

8. Raymond H. Andruss and Margaret Andruss, his wife, reside with their four children in their home at 905 S. E. 94th Avenue, Vancouver, Clark County, Washington, on property owned by them. Their abovesaid property will be damaged or devalued by the noise; water, air and visual pollution; and other adverse effects of the works purported to be authorized by the permit. Whether their property will be damaged more than $10,000, exclusive of interest and costs, or less than that sum, will depend upon the severity and extent of the noise; water, air and visual pollution; and other adverse effects, but might exceed the abovesaid sum alone or in combination with effects on their personal health, peace and tranquility and that of their family.

9. Bert L. Bauersachs and Helen Bauersachs, his wife, reside in their home at 301 Farview Drive, Vancouver, Clark County, Washington, on property owned by them. Their abovesaid property will be damaged or devalued by the noise, water, air and visual pollution; and other adverse effects of the works purported to be authorized by the permit. Whether their property will be damaged more than $10,000, exclusive of interest and costs, or less than that sum, will depend upon the severity and extent of the noise; water, air and visual pollution; and other adverse effects, but might exceed the abovesaid sum, alone or in combination with effects on their personal health, peace and tranquility.

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## II. PLAINTIFFS - STANDING TO SUE

10. All of the plaintiffs are citizens and residents of Vancouver, Clark County, Washington owning and residing on property on or along the Columbia River in the immediate vicinity of the proposed expansion of Portland International Airport. All are aggrieved and injured by some or all of the adverse effects complained of in this action. The locations of the plaintiffs' residences are indicated on a map attached to this complaint marked ATTACHMENT B and incorporated herein.

11. Three of the plaintiff couples and plaintiff Donaugh - plaintiffs Carl A. Petterson and Martha A. Petterson, his wife; G. Campbell Dowd and Miriam W. Dowd, his wife; John C. Brougher and Esther Brougher, his wife; and Elizabeth G. Donaugh - own and reside on riverfront property bordering on the Columbia River opposite Portland International Airport, Government, Sand (Tri-Club) and Lemon Islands. Their properties are so located that the closure of the south channel of the Columbia River and diversion of its waters northwesterly through a cut in Government Island (as purportedly authorized by the permit) would direct those waters at the Washington shore of the Columbia River and threaten destruction of these plaintiffs' properties through erosion.

12. Three plaintiff couples - plaintiffs Heyes Peterson and Mary P. Peterson, his wife; Raymond H. Andruss and Margaret Andruss, his wife; and Bert L. Bauersachs and Helen Bauersachs, his wife - own and reside on non-riverfront property near the Washington shore of the Columbia River. They and their properties will be injured and damaged by all of the adverse effects of the proposed expansion of Portland International Airport except the erosion by water.

13. In this action, each of the plaintiffs represents his own interests and has a large personal stake in its outcome. Each



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Vancouver, Clark County, Washington owning and residing on property on or along the Columbia River in the immediate vicinity of the proposed expansion of Portland International Airport. All are aggrieved and injured by some or all of the adverse effects complained of in this action. The locations of the plaintiffs' residences are indicated on a map attached to this complaint marked ATTACHMENT B and incorporated herein.

11. Three of the plaintiff couples and plaintiff Donaugh - plaintiffs Carl A. Petterson and Martha A. Petterson, his wife; G. Campbell Dowd and Miriam W. Dowd, his wife; John C. Brougher and Esther Brougher, his wife; and Elizabeth G. Donaugh - own and reside on riverfront property bordering on the Columbia River opposite Portland International Airport, Government, Sand (Tri-Club) and Lemon Islands. Their properties are so located that the closure of the south channel of the Columbia River and diversion of its waters northwesterly through a cut in Government Island (as purportedly authorized by the permit) would direct those waters at the Washington shore of the Columbia River and threaten destruction of these plaintiffs' properties through erosion.

12. Three plaintiff couples - plaintiffs Heyes Peterson and Mary P. Peterson, his wife; Raymond H. Andruss and Margaret Andruss, his wife; and Bert L. Bauersachs and Helen Bauersachs, his wife - own and reside on non-riverfront property near the Washington shore of the Columbia River. They and their properties will be injured and damaged by all of the adverse effects of the proposed expansion of Portland International Airport except the erosion by water.

13. In this action, each of the plaintiffs represents his own interests and has a large personal stake in its outcome. Each



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plaintiff believes that the contentions he advances reflect the general public interest as well and seeks to protect the public interest.

14. Each plaintiff has been, is and will be caused injury in fact, economic and otherwise, as more fully explained heretofore and below.

15. Each plaintiff seeks in this action to protect interests which are within the zones of interests to be protected or regulated by the statutes and constitutional guarantees in question, namely those cited in plaintiffs' allegations. The interests plaintiffs seek to protect are more fully explained heretofore and below.

16. Each plaintiff has suffered, is suffering, and will suffer a legal wrong because of the federal agency actions complained of and has been, is, and will be adversely affected and aggrieved by the federal agency actions complained of within the meaning of the relevant constitutional guarantees or statutes. The relevant constitutional guarantees or statutes are those cited by plaintiffs in their allegations as to jurisdiction.

17. The injury in fact suffered, the legal wrong, the adverse effect and grievance of each of the plaintiffs is that the federal actions complained of have, do or will unlawfully -

(a) Devalue his property and adversely affect his personal health, peace and tranquility and that of his family, through excessive noise, erosion of the bank of the river, air and water pollution, deprivation of natural scenic beauty of aesthetic and economic value, and danger of aircraft accidents.

(b) Take his property without due process of law and without just compensation.



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interest.

14. Each plaintiff has been, is and will be caused injury in fact, economic and otherwise, as more fully explained heretofore and below.

15. Each plaintiff seeks in this action to protect interests which are within the zones of interests to be protected or regulated by the statutes and constitutional guarantees in question, namely those cited in plaintiffs' allegations. The interests plaintiffs seek to protect are more fully explained heretofore and below.

16. Each plaintiff has suffered, is suffering, and will suffer a legal wrong because of the federal agency actions complained of and has been, is, and will be adversely affected and aggrieved by the federal agency actions complained of within the meaning of the relevant constitutional guarantees or statutes. The relevant constitutional guarantees or statutes are those cited by plaintiffs in their allegations as to jurisdiction.

17. The injury in fact suffered, the legal wrong, the adverse effect and grievance of each of the plaintiffs is that the federal actions complained of have, do or will unlawfully -

(a) Devalue his property and adversely affect his personal health, peace and tranquility and that of his family, through excessive noise, erosion of the bank of the river, air and water pollution, deprivation of natural scenic beauty of aesthetic and economic value, and danger of aircraft accidents.

(b) Take his property without due process of law and without just compensation.



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(c) Destroy fisheries, wildlife, recreational, conservational, navigation, aesthetic, historic and spiritual values from all or some of which each plaintiff and his or her family has personally benefited.

(d) Injure his interests and those of the general public in the aesthetic, conservational, recreational, historic, navigation, fish and wildlife, pollution, ecology, private and public health and welfare, natural resources, scientific, educational, planning, urban design, safety, environmental quality and other aspects of the Columbia River and its environs, especially in the Portland, Oregon-Vancouver, Washington metropolitan area but not limited thereto.

(e) Injure his political and citizenship interests and those of the general public of the United States.

(f) Injure him and the peoples of Washington, Oregon and the United States economically and otherwise by injury to the waters of the Columbia River, their navigability, the fish and other marine and wildlife therein, the bed, islands,bars, and sands by dams, dikes, causeways, fill, destruction of islands, erosion, shoaling, silting, pollution, noise and other changes.

18. Each plaintiff and his family has used and/or does use and personally benefit from the areas of the Columbia River, its islands etc. in the vicinity of Portland International Airport for boating, fishing, swimming, water skiing, camping, picnicking, hiking or other recreational activities and for the aesthetic, spiritual, educational and historic enrichment of their lives and those of their families. In these activities and interests they are typical



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spiritual values from all or some of which each plaintiff and his or her family has personally benefited.

(d) Injure his interests and those of the general public in the aesthetic, conservational, recreational, historic, navigation, fish and wildlife, pollution, ecology, private and public health and welfare, natural resources, scientific, educational, planning, urban design, safety, environmental quality and other aspects of the Columbia River and its environs, especially in the Portland, Oregon-Vancouver, Washington metropolitan area but not limited thereto.

(e) Injure his political and citizenship interests and those of the general public of the United States.

(f) Injure him and the peoples of Washington, Oregon and the United States economically and otherwise by injury to the waters of the Columbia River, their navigability, the fish and other marine and wildlife therein, the bed, islands,bars, and sands by dams, dikes, causeways, fill, destruction of islands, erosion, shoaling, silting, pollution, noise and other changes.

18. Each plaintiff and his family has used and/or does use and personally benefit from the areas of the Columbia River, its islands etc. in the vicinity of Portland International Airport for boating, fishing, swimming, water skiing, camping, picnicking, hiking or other recreational activities and for the aesthetic, spiritual, educational and historic enrichment of their lives and those of their families. In these activities and interests they are typical



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of many others of the general public. These benefits will be destroyed by the federal actions complained of.

For example,

(a) Carl A. Petterson and Martha A. Petterson, his wife, have for years and do now frequently engage in recreational activities, including boating, picnicking, fishing, and walking on, in or along the Columbia River in the area of the proposed expansion and the affected islands.

(b) G. Campbell Dowd and Miriam W. Dowd, his wife, own a cruising sail boat which they moor at their property. They and their family have for years and do now frequently engage in sailing, picnicking and fishing in the Columbia River in the areas of the proposed expansion and the affected islands.

(c) John C. Brougher and Esther Brougher, his wife, have for years and do now engage in boating, picnicking, and walking on, in or along the Columbia River, Government, Sand and Lemon Islands and their vicinity. For several decades John C. Brougher has worked for the preservation of the historic aspects of the Columbia River and Ft. Vancouver. He is now serving another term as President of the Ft. Vancouver Historical Society.

(d) Elizabeth G. Donaugh and her family own a cabin cruiser. She and her family have for years and do now frequently engage in boating, swimming, picnicking, fishing, hiking, and camping on, in, or along the Columbia River, Government, Sand and Lemon Islands and their vicinity.



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For example,

(a) Carl A. Petterson and Martha A. Petterson, his wife, have for years and do now frequently engage in recreational activities, including boating, picnicking, fishing, and walking on, in or along the Columbia River in the area of the proposed expansion and the affected islands.

(b) G. Campbell Dowd and Miriam W. Dowd, his wife, own a cruising sail boat which they moor at their property. They and their family have for years and do now frequently engage in sailing, picnicking and fishing in the Columbia River in the areas of the proposed expansion and the affected islands.

(c) John C. Brougher and Esther Brougher, his wife, have for years and do now engage in boating, picnicking, and walking on, in or along the Columbia River, Government, Sand and Lemon Islands and their vicinity. For several decades John C. Brougher has worked for the preservation of the historic aspects of the Columbia River and Ft. Vancouver. He is now serving another term as President of the Ft. Vancouver Historical Society.

(d) Elizabeth G. Donaugh and her family own a cabin cruiser. She and her family have for years and do now frequently engage in boating, swimming, picnicking, fishing, hiking, and camping on, in, or along the Columbia River, Government, Sand and Lemon Islands and their vicinity.



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(e) Heyes Peterson and Mary P. Peterson, his wife, own a cruising sailboat. They and their family have for years, and do now frequently engage in sailing, swimming, picnicking, fishing, biking, and camping on, in or along the Columbia River, Government, Sand and Lemon Islands and their vicinity.

(f) Raymond H. Andruss and Margaret Andruss, his wife, own a 33-foot cabin cruiser. They and their family have for years and do now frequently engage in boating, swimming, fishing, picnicking, and hiking on, in, or along the Columbia River, Government, Sand, and Lemon Islands and their vicinity.

(g) Bert L. Bauersachs and Helen Bauersachs, his wife, own a small boat. They and their family have for years and do now frequently engage in boating, swimming, fishing, picnicking, and hiking on, in, or along the Columbia River, Government, Sand and Lemon Islands, and their vicinity.

19. All the plaintiffs participated in the administrative proceedings prior to the issuance of the Corps of Engineers permit complained of herein.

20. Each plaintiff is a proper, appropriate, and responsible private attorney general to represent the general public interest or certain aspects thereof.

21. Each of the plaintiffs is and was a member of organizations which were and are plaintiffs in Citizens Committee for the Columbia River et al. vs. Resor et al, No. 69-498 in this Court, as follows:



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(f) Raymond H. Andruss and Margaret Andruss, his wife, own a 33-foot cabin cruiser. They and their family have for years and do now frequently engage in boating, swimming, fishing, picnicking, and hiking on, in, or along the Columbia River, Government, Sand, and Lemon Islands and their vicinity.

(g) Bert L. Bauersachs and Helen Bauersachs, his wife, own a small boat. They and their family have for years and do now frequently engage in boating, swimming, fishing, picnicking, and hiking on, in, or along the Columbia River, Government, Sand and Lemon Islands, and their vicinity.

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20. Each plaintiff is a proper, appropriate, and responsible private attorney general to represent the general public interest or certain aspects thereof.

21. Each of the plaintiffs is and was a member of organizations which were and are plaintiffs in Citizens Committee for the Columbia River et al. vs. Resor et al, No. 69-498 in this Court, as follows:



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(a) Carl A. Petterson is and was a member of the Citizens Committee for the Columbia River; Sierra Club; Washington State Sportsmen's Council, Inc.; Association of Northwest Steelheaders; and Washington Environmental Council.

(b) G. Campbell Dowd is a member of the Citizens Committee for the Columbia River.

(c) John C. Brougher is a member of the Citizens Committee for the Columbia River.

(d) Elizabeth G. Donaugh is a member of the Citizens Committee for the Columbia River.

(e) Heyes Peterson is a member of the Citizens Committee for the Columbia River.

(f) Raymond H. Andruss is a member of the Citizens Committee for the Columbia River.

(g) Bert L. Bauersachs is a member of the Citizens Committee for the Columbia River.

III. DEFENDANTS

22. Defendant Stanley S. Resor is, and was at all times pertinent to the orders, findings, actions, and decisions complained of herein, Secretary of the Department of the Army of the United States, with authority and responsibility either personally, or by action of his assistants and agents to whom he has delegated authority, for actions, findings, orders, and decisions relating to the application of the Port of Portland, an Oregon municipal corporation, for a certain permit for works in the Columbia River near Portland, Oregon, and Vancouver, Washington, in connection with expansion of Portland International Airport, all as more fully appears hereinafter.

23. Defendant Frederick J. Clarke is, and has been since August 1, 1969, and at the times pertinent to some of the orders,



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Sierra Club; Washington State Sportsmen's Council, Inc.; Association of Northwest Steelheaders; and Washington Environmental Council.

(b) G. Campbell Dowd is a member of the Citizens Committee for the Columbia River.

(c) John C. Brougher is a member of the Citizens Committee for the Columbia River.

(d) Elizabeth G. Donaugh is a member of the Citizens Committee for the Columbia River.

(e) Heyes Peterson is a member of the Citizens Committee for the Columbia River.

(f) Raymond H. Andruss is a member of the Citizens Committee for the Columbia River.

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findings, actions, and decisions complained of herein, Chief of Engineers, Corps of Engineers of the United States Army, with authority directly or by delegation from the Secretary of the Army for actions, findings, orders, and decisions relating to the application of the Port of Portland, an Oregon municipal corporation, for a certain permit for works in the Columbia River near Portland, Oregon, and Vancouver, Washington, for expansion of Portland International Airport, all as more fully appears hereinafter. In his official capacity as Chief of Engineers, Defendant Frederick J. Clarke is responsible for all orders, findings, actions, and decisions complained of herein which were made by his predecessors as Chief of Engineers in their official capacity. If any of the orders, findings, actions, and decisions complained of were made in his individual capacity, Defendant Frederick J. Clarke is responsible for them and for his persisting in any such actions made by any of his predecessors in his individual capacity.

24. Defendant Paul D. Triem, is, and has been since June 15, 1970, and at the times pertinent to some of the orders, findings, actions, and decisions complained of in this action, District Engineer, Portland District, Corps of Engineers of the U. S. Army, with authority directly or by delegation from the Secretary of the Army for actions, findings, orders, and decisions relating to the application of the Port of Portland, an Oregon municipal corporation, for the permit issued August 5, 1969, to the Port of Portland, complained of herein. In his official capacity as Portland District Engineer, Defendant Paul D. Triem is responsible for all orders, findings, actions, and decisions complained of herein which were made by his predecessors as Portland District Engineer in their official capacity. If any of the orders, findings, actions, and



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Army for actions, findings, orders, and decisions relating to the application of the Port of Portland, an Oregon municipal corporation, for a certain permit for works in the Columbia River near Portland, Oregon, and Vancouver, Washington, for expansion of Portland International Airport, all as more fully appears hereinafter. In his official capacity as Chief of Engineers, Defendant Frederick J. Clarke is responsible for all orders, findings, actions, and decisions complained of herein which were made by his predecessors as Chief of Engineers in their official capacity. If any of the orders, findings, actions, and decisions complained of were made in his individual capacity, Defendant Frederick J. Clarke is responsible for them and for his persisting in any such actions made by any of his predecessors in his individual capacity.

24. Defendant Paul D. Triem, is, and has been since June 15, 1970, and at the times pertinent to some of the orders, findings, actions, and decisions complained of in this action, District Engineer, Portland District, Corps of Engineers of the U. S. Army, with authority directly or by delegation from the Secretary of the Army for actions, findings, orders, and decisions relating to the application of the Port of Portland, an Oregon municipal corporation, for the permit issued August 5, 1969, to the Port of Portland, complained of herein. In his official capacity as Portland District Engineer, Defendant Paul D. Triem is responsible for all orders, findings, actions, and decisions complained of herein which were made by his predecessors as Portland District Engineer in their official capacity. If any of the orders, findings, actions, and



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decisions complained of were made in his individual capacity, Defendant Paul D. Triem is responsible for them and for his persisting in any such actions made by any of his predecessors in his individual capacity.

25. Defendant John Volpe is, and was at all times pertinent to the orders, findings, actions, and decisions complained of herein, Secretary of the Department of Transportation of the United States, with authority and responsibility either personally, or by action of his assistants and agents to whom he has delegated authority, for the actions, findings, orders, and decisions (a) relating to the application of the Port of Portland, an Oregon municipal corporation, to the Corps of Engineers for the permit for works in the Columbia River near Portland, Oregon, and Vancouver, Washington, for expansion of Portland International Airport, (b) relating to plans, programs, and projects of the Port of Portland to expand Portland International Airport, and (c) relating to the orders, programs and projects of the State Highway Commission of Oregon to locate a highway (I-205) on the area of the Columbia River proposed to be filled, and to construct a bridge across the Columbia River from the area to be filled to the Washington shore.

26. Defendant Rogers C. B. Morton is, and was at times pertinent to some of the orders, findings, actions, and decisions complained of in this action, Secretary of the Department of the Interior of the United States with authority and responsibility, either personally or by action of his assistants and agents to whom he has delegated authority, for actions, findings, orders, and decisions (a) relating to the application of the Port of Portland, an Oregon municipal corporation, to the Corps of Engineers for the permit to do certain works in the Columbia River



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individual capacity.

25. Defendant John Volpe is, and was at all times pertinent to the orders, findings, actions, and decisions complained of herein, Secretary of the Department of Transportation of the United States, with authority and responsibility either personally, or by action of his assistants and agents to whom he has delegated authority, for the actions, findings, orders, and decisions (a) relating to the application of the Port of Portland, an Oregon municipal corporation, to the Corps of Engineers for the permit for works in the Columbia River near Portland, Oregon, and Vancouver, Washington, for expansion of Portland International Airport, (b) relating to plans, programs, and projects of the Port of Portland to expand Portland International Airport, and (c) relating to the orders, programs and projects of the State Highway Commission of Oregon to locate a highway (I-205) on the area of the Columbia River proposed to be filled, and to construct a bridge across the Columbia River from the area to be filled to the Washington shore.

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near Portland, Oregon for expansion of Portland International Airport, (b) relating to plans, programs, and projects of the Port of Portland to expand Portland International Airport; and (c) relating to the orders, programs, and projects of the State Highway Commission of Oregon to locate a highway (I-205) on the area of the Columbia River proposed to be filled, and to construct a bridge across the Columbia River from the area to be filled to the Washington shore. In his official capacity as Secretary of the Interior, Defendant Rogers C. B. Morton is responsible for all orders, findings, actions, and decisions complained of herein which were made by his predecessors as Secretary of the Interior in their official capacity. If any of the orders, findings, actions, and decisions complained of were made in his individual capacity, Defendant Rogers C. B. Morton is responsible for them, and for his persisting in any such actions made by any of his predecessors in his individual capacity.

## IV. DESCRIPTION OF PROJECT AND NARRATIVE OF EVENTS

27. Some time prior to 1968 the Port of Portland began consideration of possible expansion of Portland International Airport at its existing location or the construction of an additional new airport at another location, and decided to expand the airport at its present location by dredging and filling a large adjacent area of the Columbia River in the vicinity of Portland and opposite from Vancouver, Washington. The proposed land fill was approximately 700 acres, more than one square mile of the Columbia River. On the grounds of the airport as proposed would be military aviation, commercial aviation (both passenger and cargo), an industrial park, and commercial and other activities.

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to the orders, programs, and projects of the State Highway Commission of Oregon to locate a highway (I-205) on the area of the Columbia River proposed to be filled, and to construct a bridge across the Columbia River from the area to be filled to the Washington shore. In his official capacity as Secretary of the Interior, Defendant Rogers C. B. Morton is responsible for all orders, findings, actions, and decisions complained of herein which were made by his predecessors as Secretary of the Interior in their official capacity. If any of the orders, findings, actions, and decisions complained of were made in his individual capacity, Defendant Rogers C. B. Morton is responsible for them, and for his persisting in any such actions made by any of his predecessors in his individual capacity.

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28. The proposed fill would involve the closure of the south channel of the Columbia River now flowing to the south of the above-mentioned islands, and the diversion of that part of the river's flow into the north channel of the Columbia River through a cut to be dug through Government Island.

29. The project would require the complete dredging up or covering up and destruction of Lemon Island (except for a small tip), total elimination of Sand Island, and of a large part of Government Island, which islands presently lie in the Columbia River in the area of the proposed airport expansion. These islands are, or include, publicly owned wildlife and game refuges, and are heavily used for recreational purposes. They include lands acquired by the State of Oregon with federal assistance under the Pittman-Robertson Act, 16 USC §669, and lands which Multnomah County, Oregon, applied and qualified for federal assistance in purchasing for park purposes -- assistance which was to be granted from The Land and Water Conservation Fund, administered by the Department of the Interior.

30. The project would require the use of lands from Sand (Tri-Club), Lemon, and Government Islands, as above described, and use of waters of the Columbia River. It would have serious adverse effects on the Fort Vancouver National Historic Monument in Vancouver, Washington, and might take, through erosion and other impacts, lands from that monument. The abovesaid islands, the affected area of the Columbia River, and the Fort Vancouver National Historic Monument are an historic area and site or sites of national importance, part of the route of the Lewis and Clark expedition both inbound and outbound. They are also otherwise involved in the early history of the exploration and settlement of the Pacific Northwest. They are part of the area ordered to be



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studied by the Congress in consideration for designation as a national scenic trail -- i.e., the Lewis and Clark Trail in The National Trails System Act of October 2, 1968 [16 USC §1241, et seq., esp. §1244(c)(4)].

31. On May 3, 1968, the Port of Portland applied to the District Engineer of the Portland District for a permit to carry out the dredging, filling, and construction of works necessary for the proposed airport expansion. Public notice was given, letters of protest received, and the application of the Port of Portland was revised. On August 1, 1968, at Portland, Oregon, a public hearing was held by The Corps of Engineers on the revised application. Communications were received by the Corps of Engineers from various other federal agencies.

32. On August 5, 1969, Corps of Engineers permit NPPND-WM-P 1507-27 (Columbia River-Dredging)-166 for the proposed dredge, fill and construction work in the Columbia River for the expansion of Portland International Airport was granted to the Port of Portland by Colonel Robert Bangert, then Portland District Engineer, by authority of the defendant Resor, Secretary of the Army, subject to certain terms and conditions which were accepted by the Port of Portland. A copy of that permit is attached hereto marked ATTACHMENT A and incorporated in its entirety in this complaint.

33. The Port of Portland proposes to dredge and fill in more than one square mile of the Columbia River, constructing one or more dikes and causeways in the river as part of the project. The Highway Commission of the State of Oregon proposes to locate a new interstate highway (I-205) on the area filled and to construct a bridge across the Columbia River beginning at the end of the filled area. To carry out its expansion as proposed the Port of Portland will require and has applied to the Federal Aviation Administration



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of the Department of Transportation for approval of the airport expansion project. To carry out the proposed interstate highway and construction, the Oregon State Highway Commission will require and has applied for approval of its plans, program and project for I-205 to the Federal Highway Administration of the Department of Transportation, and to carry out its plans, program, and project for the bridge, the Oregon State Highway Commission has applied for and will require approval of its bridge plans, etc., and a permit from the Coast Guard, which is part of the Department of Transportation. The defendant John Volpe, Secretary of the Department of Transportation, has authority over and is responsible for, either directly or by delegation to his assistants and agents, approval of (1) the causeway or causeways proposed by the Port of Portland, (2) the airport expansion proposed by the Port of Portland, (3) the interstate highway (I-205) proposed by the Oregon State Highway Commission, and (4) the bridge over the Columbia River proposed by the Oregon State Highway Commission.

## V. CLAIM OF INVALIDITY OF THE CORPS OF ENGINEERS PERMIT UNDER THE RIVERS AND HARBORS ACT OF 1899 (33 USC § 401)

34. The Corps of Engineers in granting the permit dated August 5, 1969, (Attachment A) has exceeded its statutory authority, and the permit is therefore invalid, unlawful, and void. Any action by the Port of Portland to dredge or fill in the Columbia River pursuant to this permit would be, therefore, unlawful. The abovesaid permit (Attachment A) purports by its terms to be granted "under the provisions of Section 10 of the act of Congress approved March 3, 1899 (33 USC §403)". The proposed dredge and fill and other works include, however, one or more dikes, causeways, and



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Transportation, and to carry out its plans, program, and project for the bridge, the Oregon State Highway Commission has applied for and will require approval of its bridge plans, etc., and a permit from the Coast Guard, which is part of the Department of Transportation. The defendant John Volpe, Secretary of the Department of Transportation, has authority over and is responsible for, either directly or by delegation to his assistants and agents, approval of (1) the causeway or causeways proposed by the Port of Portland, (2) the airport expansion proposed by the Port of Portland, (3) the interstate highway (I-205) proposed by the Oregon State Highway Commission, and (4) the bridge over the Columbia River proposed by the Oregon State Highway Commission.

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dams to be built over or in the Columbia River, which is a navigable river of the United States. According to the terms of 33 USC §401, 30 Stat. 1151:

> "It shall not be lawful to construct or commence the construction of any [bridge], dam, dike, or causeway over or in any port, roadstead, haven, harbor, canal, navigable river, or other navigable water of the United States until the consent of Congress to the building of such structures shall have been obtained and until the plans for the same shall have been submitted to and approved by the Chief of Engineers and by the Secretary of the Army . . ."

The Congress has not given its consent to the building of these dikes, causeways, or dams, or any of them.

## VI. CLAIM OF INVALIDITY OF THE CORPS OF ENGINEERS PERMIT UNDER REQUIREMENTS OF DUE PROCESS OF LAW

35. Even if the application of the Port of Portland to dredge and fill in the Columbia River for the expansion of Portland International Airport did not involve a dam, dike, or causeway, it would still be invalid, unlawful, and void, for even under the authority of 33 USC §403, the action of the Corps of Engineers in granting this permit has been arbitrary and capricious, in violation of procedures and standards required by law, based on an inadequate record, unsupported by the record, and based upon procedures and actions which violate the due process clause of the Fifth Amendment to the U. S. Constitution.

## VII. CLAIM UNDER THE DEPARTMENT OF TRANSPORTATION ACT OF 1966, THE FEDERAL AID HIGHWAY ACT OF 1968, AND THE AIRPORT AND AIRWAY DEVELOPMENT AND REVENUE ACTS OF 1970

36. Because the expansion of Portland International Airport



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The Congress has not given its consent to the building of these dikes, causeways, or dams, or any of them.

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as proposed requires the use of publicly owned land from a recreation area and wildlife and waterfowl refuge of national, state and local significance (Government Island Game Management Area), and of an historic site of national, state, and local significance (i.e. The Columbia River area, the islands, and the Fort Vancouver National Monument), the program and project is subject to the requirements of §4(f) of the Department of Transportation Act of 1966, 49 USC §1653(f) which states as follows:

> "It is hereby declared to be the national policy that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites. The Secretary of Transportation shall cooperate and consult with the Secretaries of the Interior, Housing and Urban Development, and Agriculture, and with the States in developing transportation plans and programs that include measures to maintain or enhance the natural beauty of the lands traversed. After August 23, 1968, the Secretary shall not approve any program or project which requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance as determined by the Federal, State, or local officials having jurisdiction thereof, or any land from an historic site of national, State, or local significance as so determined by such officials unless (1) there is no feasible and prudent alternative to the use of such land, and (2) such program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use."

37. On July 11, 1969, defendant John Volpe, Secretary of the Department of Transportation, gave his approval to the plan, program and project of the Port of Portland for the expansion of Portland International Airport into the Columbia River. This order finding, act, or decision of the defendant John Volpe, Secretary of Transportation, was in violation of 49 USC §1653(f) in that

(1) he had not followed the declared national policy by making the required special effort to preserve the natural beauty



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and local significance (Government Island Game Management Area),
and of an historic site of national, state, and local significance (i.e. The Columbia River area, the islands, and the Fort Vancouver National Monument), the program and project is subject to the requirements of §4(f) of the Department of Transportation Act of 1966, 49 USC §1653(f) which states as follows:

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of the countryside and public park, and recreation lands, wildlife and waterfowl refuges, and historic sites,

(2) he had not cooperated and consulted with the Secretaries of Interior, Housing and Urban Development, and Agriculture, and with the States in developing transportation plans and programs that include measures to maintain or enhance the natural beauty of the lands traversed,

(3) there were and are feasible and prudent alternatives to the use of the area of the Columbia River and of the islands to be dredged or changed, both at the existing location of the airport and at other locations,

(4) the plan, program, and project he approved did not include all possible planning to minimize harm to the park, recreational area, wildlife and waterfowl refuges, and historic site.

38. All other approvals, if any, made by the Secretary of Transportation or his assistants or agents to whom he has delegated authority or any other members or officers of his department approving the proposed expansion of Portland International Airport under other authorities are likewise unlawful and invalid, including, but not limited to, approvals given by any of the officers or agents of the Federal Aviation Administration of the Department of Transportation in that the requirements of 49 USC §1653(f) have not been met.

39. The program or project is also subject to the requirements of the Federal - Aid Highway Act of 1968, 23 USC §138, which became effective August 23, 1968. The terms of 23 USC §138 are identical with those of 49 USC §1653(f) set out above. For the same reasons set out above, the federal actions complained of violate 23 USC §138 and permits and approvals are invalid.

40. Insofar as any orders, findings, actions, and decisions



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taries of Interior, Housing and Urban Development, and Agriculture, and with the States in developing transportation plans and programs that include measures to maintain or enhance the natural beauty of the lands traversed,

(3) there were and are feasible and prudent alternatives to the use of the area of the Columbia River and of the islands to be dredged or changed, both at the existing location of the airport and at other locations,

(4) the plan, program, and project he approved did not include all possible planning to minimize harm to the park, recreational area, wildlife and waterfowl refuges, and historic site.

38. All other approvals, if any, made by the Secretary of Transportation or his assistants or agents to whom he has delegated authority or any other members or officers of his department approving the proposed expansion of Portland International Airport under other authorities are likewise unlawful and invalid, including, but not limited to, approvals given by any of the officers or agents of the Federal Aviation Administration of the Department of Transportation in that the requirements of 49 USC §1653(f) have not been met.

39. The program or project is also subject to the requirements of the Federal - Aid Highway Act of 1968, 23 USC §138, which became effective August 23, 1968. The terms of 23 USC §138 are identical with those of 49 USC §1653(f) set out above. For the same reasons set out above, the federal actions complained of violate 23 USC §138 and permits and approvals are invalid.

40. Insofar as any orders, findings, actions, and decisions



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of the defendants or their agencies have been made after June 30, 1970, with respect to the Port of Portland's proposed airport expansion or the Oregon State Highway Commission's I-205 bridge and highway, they are invalid also because in violation of the provisions of the Airport and Airway Development and Revenue Acts of 1970, P.L. 91-258, 84 Stat. 219, especially the provisions of section 16 thereof, 49 USC §1701, especially §1716.

41. Plaintiffs have had great difficulty obtaining information relating to federal approvals granted, but believe and therefore allege

(a) that neither the defendant John Volpe, Secretary of Transportation, nor any of his assistants or agents have approved the causeway or causeways involved in the Port of Portland's proposed expansion of Portland International Airport into the Columbia River, as required under 49 USC §1655(g)(6), and, therefore, the permit granted by the Corps of Engineers (Attachment A) is invalid. If the causeway or causeways have been approved, however, the approval is invalid and unlawful because it did not meet the requirements of 49 USC §1653(f) and other Acts referred to in this complaint and was granted arbitrarily and capriciously in violation of the requirements of law and of due process of law.

(b) that neither the defendant John Volpe, Secretary of Transportation, nor any of his assistants or agents have approved (1) the plans, programs, or project of the Oregon State Highway Commission for the location, design, and construction of the proposed interstate highway I-205 on the area proposed to be filled, nor (2) the location, design or construction of the proposed bridge across the Columbia River beginning at the end of the proposed fill. If such approvals



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highway, they are invalid also because in violation of the provisions of the Airport and Airway Development and Revenue Acts of 1970, P.L. 91-258, 84 Stat. 219, especially the provisions of section 16 thereof, 49 USC §1701, especially §1716.

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(a) that neither the defendant John Volpe, Secretary of Transportation, nor any of his assistants or agents have approved the causeway or causeways involved in the Port of Portland's proposed expansion of Portland International Airport into the Columbia River, as required under 49 USC §1655(g)(6), and, therefore, the permit granted by the Corps of Engineers (Attachment A) is invalid. If the causeway or causeways have been approved, however, the approval is invalid and unlawful because it did not meet the requirements of 49 USC §1653(f) and other Acts referred to in this complaint and was granted arbitrarily and capriciously in violation of the requirements of law and of due process of law.

(b) that neither the defendant John Volpe, Secretary of Transportation, nor any of his assistants or agents have approved (1) the plans, programs, or project of the Oregon State Highway Commission for the location, design, and construction of the proposed interstate highway I-205 on the area proposed to be filled, nor (2) the location, design or construction of the proposed bridge across the Columbia River beginning at the end of the proposed fill. If such approvals



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have been given, however, they are invalid and unlawful for the reasons stated in subparagraph (a) above.

42. Defendant Rogers C. B. Morton, Secretary of the Department of the Interior of the United States, has authorities and responsibilities which relate directly to the decision of the Secretary of the Army in granting a permit to the Port of Portland for its dredge, fill, and construction work in the Columbia River (Attachment A) and which relate directly to the requirements placed upon the Secretary of Transportation by the terms of 49 USC §1653(f 23 USC §138, and P.L. 91-258, i.e., which relate to the decisions of the Secretary of Transportation or his assistants and agents in approving the proposed airport expansion, dikes, causeways, dredge and fill, interstate highway, and bridge. In each of these decisions made by the Secretary of the Army or the Secretary of Transportation, reliance is placed upon the consultation, studies and recommendations of the Secretary of the Interior, who is or was responsible to carry out on behalf of the people of the United States the policies and requirements assigned to him under The Transportation Act of 1966, 49 USC §1653(f), The Fish and Wildlife Coordination Act, The Pittman-Robertson Act, The Estuarine Areas Act, the Water Pollution Control Act, and The Memorandum of Understanding between the Secretary of Interior and the Secretary of the Army, The National Environmental Policy Act, and other acts. Defendant Secretary of the Interior Rogers C. B. Morton or his predecessors have not carried out the requirements placed upon them by these statutes in connection with the proposals of the Port of Portland and Oregon State Highway Commission, and have either directly or through their assistants and agents acted in an arbitrary and capricious fashion, acted contrary to facts, failed to inform themselves adequately to carry out their responsibilities



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ment of the Interior of the United States, has authorities and responsibilities which relate directly to the decision of the Secretary of the Army in granting a permit to the Port of Portland for its dredge, fill, and construction work in the Columbia River (Attachment A) and which relate directly to the requirements placed upon the Secretary of Transportation by the terms of 49 USC §1653(f) 23 USC §138, and P.L. 91-258, i.e., which relate to the decisions of the Secretary of Transportation or his assistants and agents in approving the proposed airport expansion, dikes, causeways, dredge and fill, interstate highway, and bridge. In each of these decisions made by the Secretary of the Army or the Secretary of Transportation, reliance is placed upon the consultation, studies and recommendations of the Secretary of the Interior, who is or was responsible to carry out on behalf of the people of the United States the policies and requirements assigned to him under The Transportation Act of 1966, 49 USC §1653(f), The Fish and Wildlife Coordination Act, The Pittman-Robertson Act, The Estuarine Areas Act, the Water Pollution Control Act, and The Memorandum of Understanding between the Secretary of Interior and the Secretary of the Army, The National Environmental Policy Act, and other acts. Defendant Secretary of the Interior Rogers C. B. Morton or his predecessors have not carried out the requirements placed upon them by these statutes in connection with the proposals of the Port of Portland and Oregon State Highway Commission, and have either directly or through their assistants and agents acted in an arbitrary and capricious fashion, acted contrary to facts, failed to inform themselves adequately to carry out their responsibilities



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and protect the public interest, and have violated the requirements of law and of due process of law. As a result, the decisions, findings, orders, and actions of the Secretaries of the Army and of Transportation relating to the proposed expansion of Portland International Airport into the Columbia River made heretofore are invalid and unlawful, and no further permits or approvals relating to this expansion or for the location of interstate highway 205 or the construction of the proposed bridge on the proposed fill can lawfully be granted.

## VIII. CLAIM OF INVALIDITY UNDER THE NATIONAL ENVIRONMENTAL POLICY ACT

43. All of the federal actions complained of herein relate to the expansion of Portland International Airport and the location and construction of I-205 highway and bridge across the Columbia River utilizing the works purported to be authorized by the permit. These federal actions are actions which will significantly and negatively affect the quality of the human environment in the Portland-Vancouver metropolitan area and elsewhere along the Columbia River. The federal actions complained of are all unlawful invalid, and void because the defendants have not followed the policies of nor complied with the requirements of The National Environmental Policy Act of 1969, P.L. 91-190; 83 Stat. 852, 42 USC §4321, particularly, but not limited to, the requirements of Section 102 of that Act, 42 USC §4332. No substantial work has yet been carried out under the permit and other federal actions complained of herein.

## IX. RELIEF SOUGHT

WHEREFORE, Plaintiffs ask the Court for a declaratory judgment, a permanent injunction, and a writ of mandamus

(a) declaring the permit dated August 5, 1969, granted



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Portland International Airport into the Columbia River made heretofore are invalid and unlawful, and no further permits or approvals relating to this expansion or for the location of interstate highway 205 or the construction of the proposed bridge on the proposed fill can lawfully be granted.

VIII. CLAIM OF INVALIDITY UNDER THE NATIONAL ENVIRONMENTAL POLICY ACT

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(a) declaring the permit dated August 5, 1969, granted



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by the Corps of Engineers to the Port of Portland invalid unlawful, and void;

(b) declaring the approval of the plans, programs, and projects of the Port of Portland for expansion of Portland International Airport made by the defendant John Volpe, Secretary of the Department of Transportation on or about July 11, 1969, to be invalid, unlawful, and void;

(c) declaring any and all other approvals made by the Government defendants or any of their assistants or agents heretofore relating to the plans, programs, or projects

((1)) of the Port of Portland for the expansion of Portland International Airport, including dredge, fill and construction work in the Columbia River,

((2)) of the State Highway Commission of Oregon for the location and construction of interstate highway 205 on the area of the Columbia River proposed to be filled by the Port of Portland for expansion of Portland International Airport, or for the construction of a bridge across the Columbia River, beginning at the end of that proposed fill,

to be invalid, unlawful, and void;

(d) permanently enjoining the Government defendants from either personally or through their assistants or agents approving any plans, programs or projects, or granting any permits for any dam, dike, or causeway in the Columbia River unless and until the consent of Congress to such dam, dike, or causeway has been



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(b) declaring the approval of the plans, programs, and projects of the Port of Portland for expansion of Portland International Airport made by the defendant John Volpe, Secretary of the Department of Transportation on or about July 11, 1969, to be invalid, unlawful, and void;

(c) declaring any and all other approvals made by the Government defendants or any of their assistants or agents heretofore relating to the plans, programs, or projects

((1)) of the Port of Portland for the expansion of Portland International Airport, including dredge, fill and construction work in the Columbia River,

((2)) of the State Highway Commission of Oregon for the location and construction of interstate highway 205 on the area of the Columbia River proposed to be filled by the Port of Portland for expansion of Portland International Airport, or for the construction of a bridge across the Columbia River, beginning at the end of that proposed fill,

to be invalid, unlawful, and void;

(d) permanently enjoining the Government defendants from either personally or through their assistants or agents approving any plans, programs or projects, or granting any permits for any dam, dike, or causeway in the Columbia River unless and until the consent of Congress to such dam, dike, or causeway has been



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obtained and the approval and consent of the Secretary of Transportation to such causeway has been obtained;

(e) permanently enjoining the Government defendants from either personally or through their assistants or agents approving any plans, programs or projects, or granting any permits or other forms of assistance for the expansion of Portland International Airport or location, design or construction of Interstate Highway 205 or the I-205 bridge if they in any way would utilize or be premised upon the utilization of the proposed works in the Columbia River covered by the permit, or any part of those works;

(f) permanently enjoining the Port of Portland either directly or indirectly from any further work in or near the Columbia River pursuant to the permit of August 5, 1969, except as may be agreed to by the parties by stipulation entered herein;

(g) ordering and requiring the defendants Resor, Clarke, and Triem to advise the Court of such work as may be needed to protect the Columbia River and its islands, beds, bars, sands or shores in their status quo or restore them to their status before any work was done by the Port of Portland pursuant to the permit of August 5, 1969, and ordering and requiring the Port of Portland to do such work at its own expense;

(h) ordering and requiring the defendants Resor, Clarke and Triem to supervise and inspect the work ordered under (g) above and to report to the Court its satisfactory completion.

...

...



LAW OFFICES OF
DURNING, PRINCE & SMITH
1411 FOURTH AVENUE
SEATTLE, WASHINGTON 98101

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...

...



LAW OFFICES OF
DURNING, PRINCE & SMITH
1411 FOURTH AVENUE
SEATTLE, WASHINGTON 98101
MAIN 4-8901

Plaintiffs ask also for judgment against all of the defendants. jointly and severally, and for such other and further relief as is just and equitable in the premises.

Marvin B. Durning

MARVIN B. DURNING
of DURNING, PRINCE & SMITH
Attorneys for Plaintiffs



LAW OFFICES OF
DURNING, PRINCE & SMITH
1411 FOURTH AVENUE
SEATTLE, WASHINGTON 98101
MAIN 4-8901

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of DURNING, PRINCE & SMITH
Attorneys for Plaintiffs



LAW OFFICES OF
DURNING, PRINCE & SMITH
1411 FOURTH AVENUE
SEATTLE, WASHINGTON 98101
MAin 4-8901

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 3946
PORTLAND, OREGON 97208

DEPARTMENT OF THE ARMY

NPPND-WM-P
1507-27(Columbia River-Dredging)-166.

PERMIT

Portland District, Corps of Engineers
5 August 1969

Port of Portland
Box 3529
Portland, Oregon 97208

Gentlemen:

Referring to written request dated 3 May 1968 ——————————

Upon the recommendation of the Chief of Engineers, and under the provisions of Section 10 of the Act of Congress approved March 3, 1899, (33 USC 403) entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," you are hereby authorized by the Secretary of the Army.

to dredge and fill ——————————

in the Columbia River Miles 110.1 to 117.5 ——————————

near Portland, Oregon - Vancouver, Washington ——————————

in accordence with the plans shown on the drawings attached hereto, marked 1507-27(Columbia River-Dredging)-166/1, 166/2, 166/3 and other plans as hereinafter prescribed subject to the following conditions: ——————

ATTACHMENT A
Complaint for Declaratory Judgment and Injunction etc.
Page 28

PORTLAND, OREGON 97204

DEPARTMENT OF THE ARMY

NPPND-WM-P
1507-27(Columbia River-Dredging)-166.

PERMIT

Portland District, Corps of Engineers
5 August 1969

Port of Portland
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ATTACHMENT A
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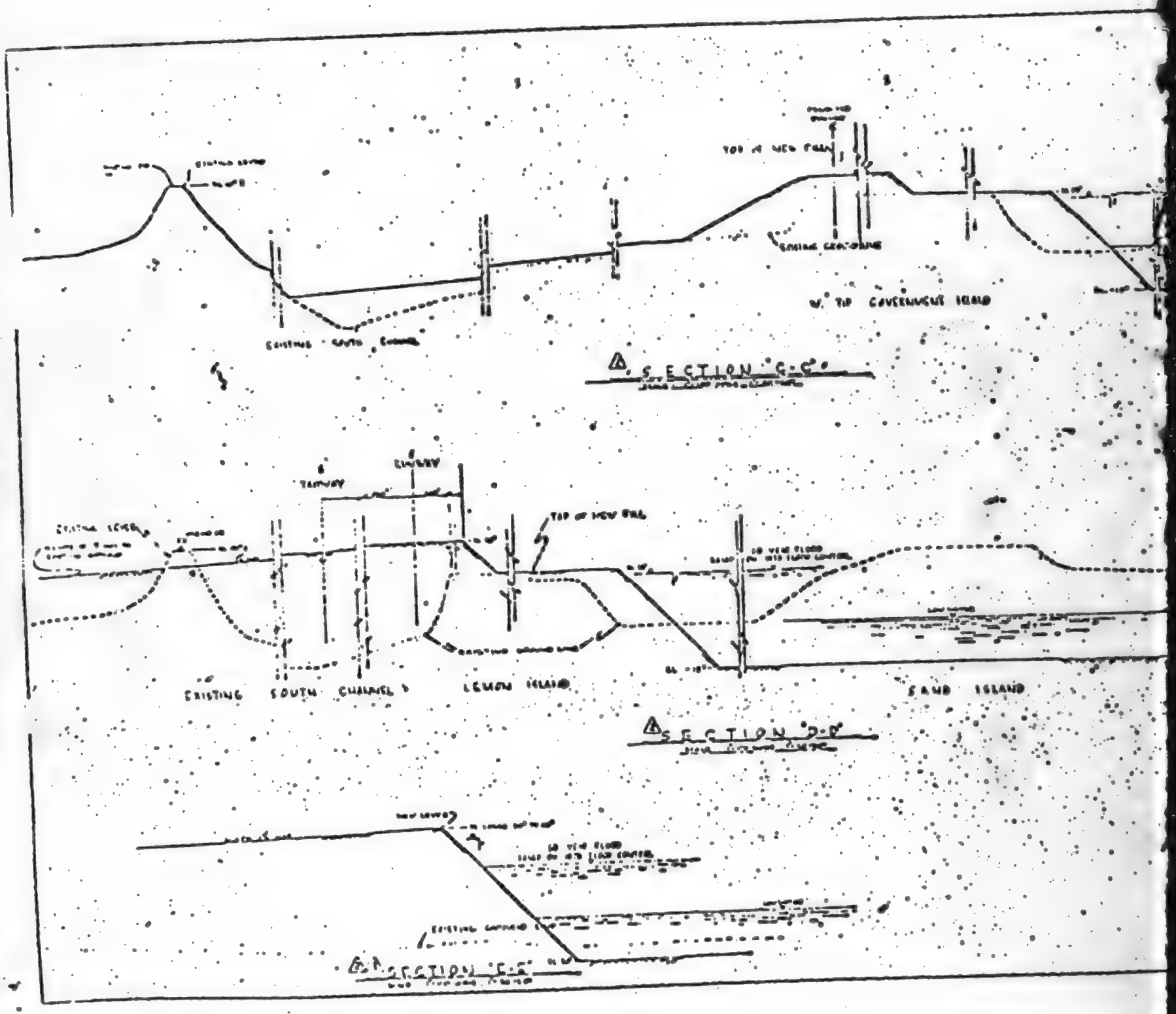
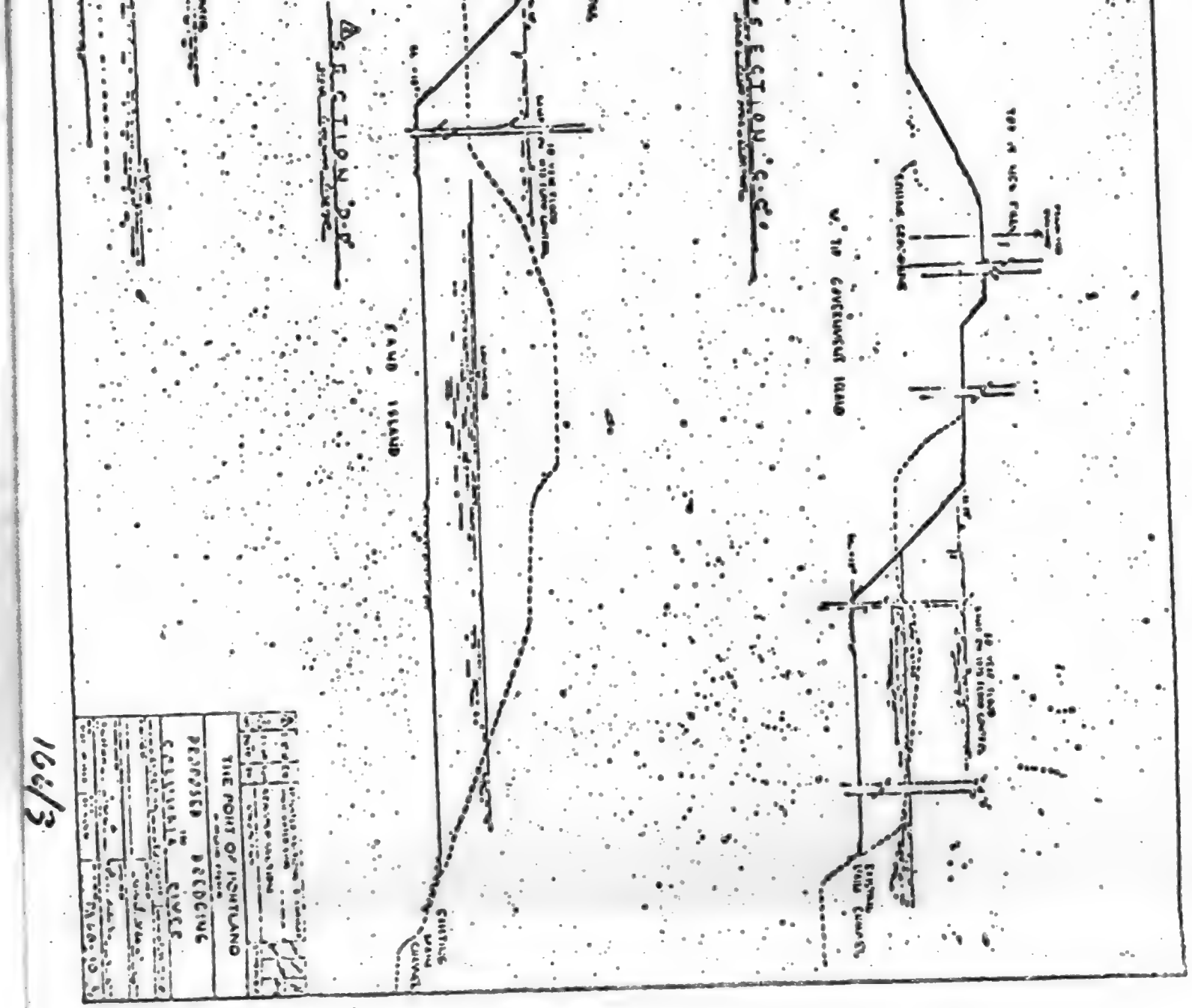
Page 28


EXISTING SOUTH CHANNEL
TOP OF NEW FILL
EXISTING GROUND LINE
W. TIP COVERLINGUE ISLAND
SECTION C-C
EXISTING SOUTH CHANNEL
LEMON ISLAND
SAND ISLAND
SECTION D-D
SECTION E-E




ATTACHMENT A
~~Complaint for Declaratory~~ Judgment
and Injunction etc.
Page 36

CONTOUR INTERVAL 40 FEET
DOTTED LINES REPRESENT 20-FOOT CONTOURS
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET—COLUMBIA RIVER DATUM
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 2 FEET

BASE MAP
U.S. Dept. of Int.
Geological Survey
Portland Quadrangle
Washington - Oregon
15 Minute Series
(Topographic)

LOCATION OF INDIVIDUAL PLAINTIFFS' PROPERTY

1. E. G. Donaugh
2. G. Campbell Dowd
3. Carl Petterson
4. John Brougher
5. Ray Andruss
6. Heyes Peterson
7. Bert Bauersachs

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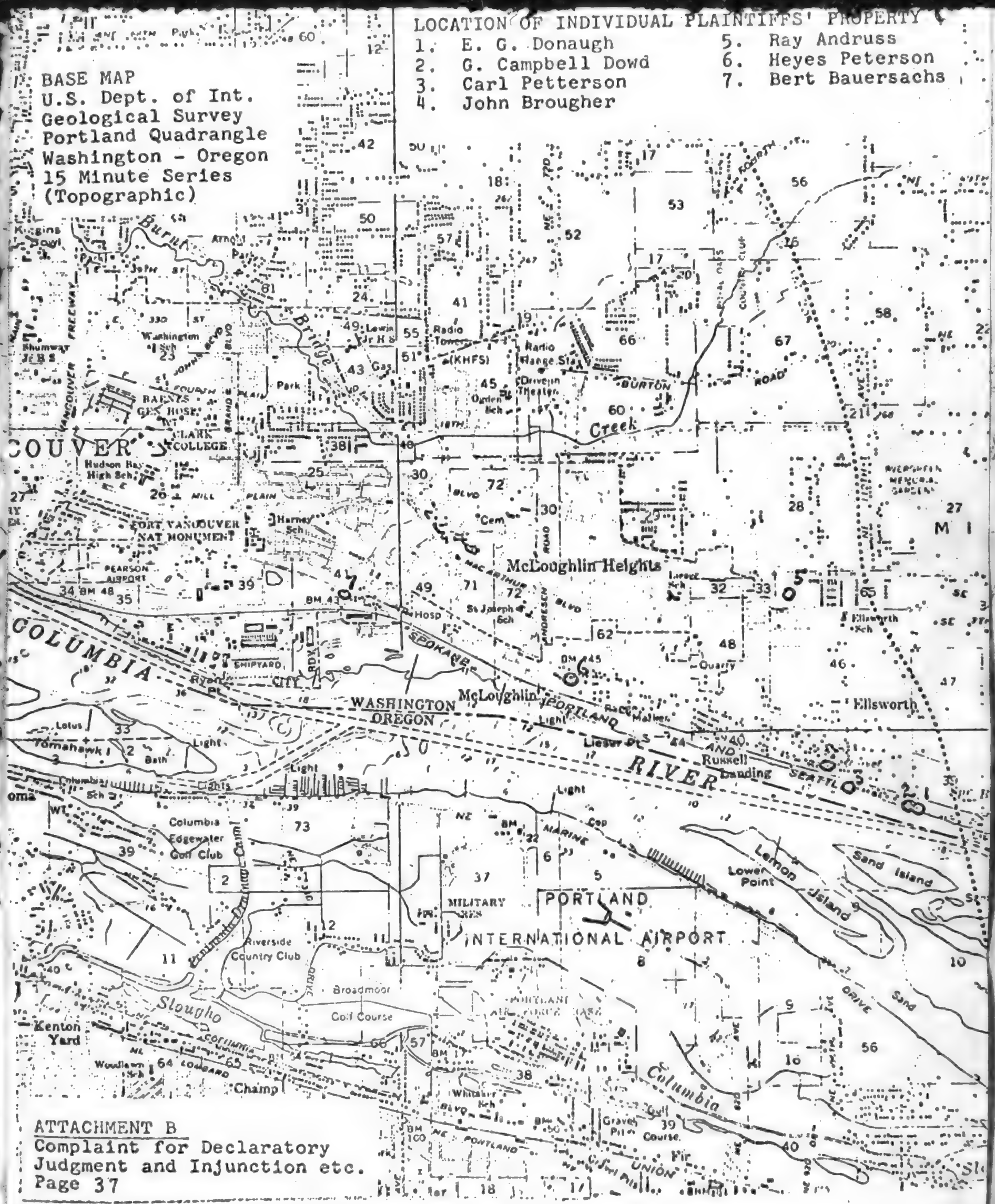


ATTACHMENT B
Complaint for Declaratory Judgment and Injunction etc.
Page 37

3905

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MAY 20 1971
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Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

# *Memorandum*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: April 6, 1971

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

RECEIVED
APR 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Oregon Project I-205
Columbia River Bridge
Interim Preliminary Plans and Study Sketches

We have received comments from our Region and Washington offices on your initial submission of the interim report for the preliminary design of the I-205 Columbia River Bridge. Because of the lack of information at this early stage of the study definite recommendations on pier orientation and location cannot be made. However, initial comments of our Hydraulic, Bridge, and Highway Beautification people were requested in order to assist in evaluating the various problems expected on such a monumental structure.

We believe that further hydraulic studies are required before deciding which of the proposed schemes are acceptable. It would appear desirable to have copies of the Bauer report and an aerial view of the bridge site accompanying the consultant's final submission for consideration during the hydraulic review. Scheme II offers the most satisfactory hydraulic solution and some modification of spans on the south approach where hydraulic problems have little influence would permit some reduction in the severe skew of these bents. If the hydraulic study indicated that Schemes II and IV, for example, or some other variation were acceptable, we would recommend comparative cost studies between the alternates. Cost could then be included in the final consideration along with the aesthetic foundation and structural problems.

4-14-71
Mac: Hart.
Please discuss
with me.
G E

One of the items in the consultant's interim report on the studies of alternate pier shape is the relative scour protection required. The effectiveness of riprap around pier footings for protection against scour is questioned and we recommend that the piers be founded well below the estimated depth of scour without regard to any riprap. We feel that the consultant has not found the best possible pier shaft configuration for any of the pier orientations considered. Further study after selection of pier orientation is suggested.

Our Highway Beautification people believe that a single pier for both structures would be aesthetically superior compared to the twin piers at each bent. Single piers would undoubtedly require the alinement with

(more)

streamflow to satisfy hydraulic requirements. Our Highway Beautification people have prepared a sketch incorporating the single pier concept and have opened up the hammerhead pier configuration where the structure is low to enhance the appearance especially where the beam elements sink into the ground or approach the water. We would be happy to show you this sketch if desired.

8405

FEB 24 1971

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| Act | Inf | |
|---|---|---|
| | | Div Eng EL-E |
| | | Eng Coord |
| | | Dist A |
| | ✓ | Dist B |
| | ✓ | Bridge |
| | ✓ | Planning |
| | ✓ | Rt of Way |
| | | Admin Mgr |
| | | |
| | | File |

IN THE UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

CITIZENS COMMITTEE FOR THE COLUMBIA RIVER; SIERRA CLUB; WASHINGTON STATE SPORTSMEN'S COUNCIL, INC.; ASSOCIATION OF NORTHWEST STEELHEADERS; and WASHINGTON ENVIRONMENTAL COUNCIL,

Plaintiffs,

vs.

STANLEY S. RESOR, Secretary of the Army of the United States; FREDERICK J. CLARKE, Chief of Engineers, Corps of Engineers of the U. S. Army; PAUL D. THIEM, District Engineer, Portland District, Corps of Engineers of the U. S. Army; JOHN VOLPE, Secretary of Transportation of the United States; and ROGERS C. B. MORTON, Secretary of the Interior of the United States,

Defendants,

and

THE PORT OF PORTLAND, a municipal corporation,

Intervenor-Defendant.

Civil No. 69-498

JUDGMENT

SENT PORTER 2-22-71

Plaintiffs' action is dismissed. No costs.

Dated this 16th day of February, 1971.

| | |
|---|---|
| ✓ | Planning |
| ✓ | Rt of Way |
| | Admin Mgr |
| | |
| | File |

IN THE UNITED STATES DISTRICT COURT

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JUDGMENT

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Dated this 16th day of February, 1971.

Gus J. Solomon
United States District Judge



RECEIVED
FEB 22 1971
OREGON DIVISION

IN THE UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

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Intervenor- Defendant.

Civil No. 69-498

OPINION

February 16, 1971

Marvin B. Durning,
Cary, Durning, Prince & Smith,
1411 Fourth Avenue Building,
Seattle, Washington 98101,

Attorneys for Plaintiffs.

Sidney I. Lezak, United States Attorney,
Jack G. Collins, Assistant United States Attorney,
506 U. S. Courthouse, Box 71,
Portland, Oregon, 97207,

Attorneys for Defendants.

IN THE UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

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Portland, Oregon, 97207,

Attorneys for Defendants.



OPINION

Lofton L. Tatum,
Donald J. Morgan,
Wood, Wood, Tatum, Mosser & Brooke,
1505 Standard Plaza,
Portland, Oregon 97204,

Attorneys for Intervenor-Defendant.

SOLOMON, Judge:

This action challenges the validity of a permit issued on August 5, 1969, by the United States Army Corps of Engineers pursuant to its authority under the Rivers and Harbors Act of 1899, 33 U.S.C. § 401 et seq. The permit authorizes the Port of Portland to expand the Portland International Airport by dredging and filling a portion of the Columbia River.

On December 9, 1970, two segregated issues were tried: (1) whether the plaintiffs have standing to maintain this action, and (2) whether the permit authorizes the construction of dikes, dams, or causeways, for which the consent of Congress is required by 33 U.S.C. § 401.[1/]

Because I find for the defendants on the standing issue, I do not reach the merits of the case. Tileston v. Ullman, 318 U.S. 44 (1943).

The plaintiffs are the Citizens Committee for the Columbia River, a non-profit association of individuals who live in the Portland, Oregon - Vancouver, Washington, area;

---

1/ Section 9 of the Rivers and Harbors Act of 1899, 33 U.S.C. § 401, provides as follows:

> "It shall not be lawful to construct or commence the construction of any bridge, dam, dike, or causeway over or in any . . . navigable river . . . of the United States until the consent of Congress to the building of such structures shall have been obtained and until the plans for the same shall have been submitted to and approved by the Chief of Engineers and by the Secretary of the Army . . . . "

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the Sierra Club, a non-profit California corporation with members and chapters throughout the United States, including Washington and Oregon; the Washington State Sportsmen's Council, Inc., a non-profit Washington corporation with member clubs and individual members thoughout the state of Washington; the Association of Northwest Steelheaders, a non-profit Oregon corporation with members and chapters in Oregon, Washington and Idaho; and the Washington Environmental Council, a non-profit Washington corporation with approximately 50 member clubs and many individual members, primarily in the state of Washington.

The purposes of plaintiff Citizens Committee include conservation, noise abatement, enhancement of air and water quality, and preservation of land, fish and wildlife, natural beauty, historical values and recreational activities. The other plaintiffs have similar environmental and recreational purposes.

Plaintiffs allege that the project will cause erosion, shoaling, silting and pollution which will injure the beds, bars, sands, waters, and fish and wildlife of the Columbia River. They also allege that the project will cause economic, recreational, and aesthetic injuries to individual members of their organizations who have homes or businesses in the area or who use the river for recreation.

Plaintiffs further allege that they are injured as organizations because the project will damage each organization's effectiveness in carrying out group purposes, ability to obtain and maintain membership, status, and continued existence. Finally, they assert that they are appropriate private attorneys general to bring this action in the public interest because of their special environmental interests and their demonstrated records of activity in behalf of

Washington and Oregon; the Washington State Sportsmen's Council, Inc., a non-profit Washington corporation with member clubs and individual members thoughout the state of Washington; the Association of Northwest Steelheaders, a non-profit Oregon corporation with members and chapters in Oregon, Washington and Idaho; and the Washington Environmental Council, a non-profit Washington corporation with approximately 50 member clubs and many individual members, primarily in the state of Washington.

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environmental protection.

Plaintiffs do not allege that any group properties are being infringed or threatened by the project. Neither do they allege that the project will interfere with any group activities or programs on the Columbia River or its surrounding area.

In Sierra Club v. Hickel, 433 F.2d 24 (Sept. 16, 1970), and Alameda Conservation Association, et al. v. State of California, et al., ___ F.2d ___, No. 22,961 (Jan. 19, 1971), two recent Ninth Circuit Court of Appeals cases, the Court held that similar non-profit groups, who made similar claims to support standing, had no standing to sue and therefore dismissed the cases as to them.

In accordance with these decisions, by which I am bound, I find that the plaintiffs have no standing to maintain this action, and it is therefore dismissed.

Dated this 16th day of February, 1971.

/s/ Gus J. Solomon

United States District Judge

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Dated this 16th day of February, 1971.

/s/ Gus J. Solomon

United States District Judge

8905

FOR FILES

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 8, 1971

NOTED
A. E. JOHNSON

To:

Memo to the Files

**SUBJECT:** Second Progress Report
Preliminary Design
Columbia River Bridge
I-205 Bridge 9555

On Tuesday, January 26, 1971, a meeting was held in the offices of the Metropolitan Engineer in Portland to hear a progress report on the preliminary design phase of the Columbia River Bridge on I-205. Those in attendance and their affiliation is given on a following page.

Mr. Blanchard opened the discussion by reference to a letter of January 15, 1971, from Sverdrup and Parcel which set forth the agenda for this meeting.

Item 3 of that letter, which deals in part with the subject of the pier alignment, was the first item of consideration. Mr. Merchant indicated that the Division could not go with a pier layout where the piers were radial; the piers must be skewed to the stream flow. He cited previous discussion on this subject and the requirements of the Coast Guard navigation permit. Mr. Johnson concurred with Mr. Merchant.

Mr. Blanchard indicated that Plan 1, as presented by the consultants, gave the same clearances as required by the Coast Guard permit. The looks of the structure was the reason for the choice of radial piers.

Mr. Merchant indicated that with radial piers we would have to go to the Coast Guard for a new permit. This would mean another public hearing which could seriously delay the project.

Mr. Johnson stated that the Division wanted the piers skewed to fit the stream alignment. He also indicated that the piers were too massive. A pier configuration incorporating curving surfaces would be preferred.

Mr. Blanchard and Mr. Oringdulph next presented a group of architectural sketches of pier studies which were viewed and discussed. It was stated that relocated Marine Drive will be the focal point of viewing the structure. Sverdrup and Parcel will study the problem of the pier architecture further and will present these studies for consideration.

Items 3, 4, and 5 of the letter of January 15, 1971, were considered and approved as presented.

SP 82475-734

On Item 6 on the subject of drainage, Mr. Merchant questioned the size of the deck drains proposed. He suggested a larger drain, perhaps 5" x 12" with a support bar. The Division's practice is not to have runoff over 3'± from the gutter.

Under Item 7, the Coast Guard's requirements for navigation lights and river gauges were considered excessive. This will be the subject of future discussion with the Coast Guard.

Items 8 - 15 were considered and passed on without negative comment.

Under Item 16, Mr. Merchant indicated that Grade 60 reinforcing steel should be permitted in pier shafts when economical or necessary for concrete placement clearances.

The following discussion dealt with Item 20, the pier footing design: Mr.. Merchant said that the design bearing value proposed for the Washington shore piers was higher than the Division would normally permit on that type of material. The consultant said that 14" 158# column sections were being considered for piling. Sverdrup and Parcel has studied both conventional cofferdam construction and precast pier segments. For this project the precast approach looks the best.

The design water elevation for seal design was discussed. It was agreed to use elevation 12.0 as the design control.

Mr. Blanchard questioned the Division on permitting tension in the transverse stressed deck slab prior to placing the A.C. wearing surface. Mr. Merchant said that he would prefer to use more transverse stressing to eliminate any condition producing tension in the deck.

Mr. Oringdulph next gave a report of his activities as local architectural consultant on the project. He has discussed the project with local planning groups and with the AIA. The general response has been good. His approach to date has been low key and informal.

The next subject of discussion dealt with relocation of Marine Drive. Relocated Marine Drive is to have a typical section 56' in width curb to curb. With the present grade line there is insufficient clearance grade to grade over Marine Drive. The grade line will be studied and revised prints sent to the consultant.

Mr. Blanchard questioned the 2" joint between sections of the median rail. He would like this opened up to 1'-0" to 1'-6" for construction clearances.

Mr. Merchant questioned the need for that much clearance, but would approve a 4"± joint. The State will study the median joint and will advise the consultant.

The final item discussed was membrane waterproofing systems. The State will expect a recommendation from the consultant on this.

There being no further business, the meeting was adjourned.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Administration Engineer

WJH:dh
Attachment

cc Ray Bayne
Fred Blanchard
Edward L. Hardt
A. E. Johnson

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FEB 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DESIGN CRITERIA
COLUMBIA RIVER BRIDGE NO. 9555
I-205

1. DESIGN

In accordance with Division I of the AASHO Standard Specifications for Highway Bridges, 1969 Edition, including the 1970 Interim Specifications, except as modified by the State of Oregon State Highway Bridge Division office practice and the provisions, exceptions and interpretations noted below.

2. CONSTRUCTION

In accordance with the Oregon State Highway Commission Standard Specifications for Highway Construction, 1970 Edition, and Special Provisions.

3. ALIGNMENT

The horizontal and vertical alignments shall be as indicated in the Agreement on Exhibit C - Map (horizontal alignment) and Exhibit D - Grade Line.

4. NAVIGATION CLEARANCES

The main channel and small boat channel clearances shall be as indicated in the Agreement on Exhibit B - Permit Drawings, Sheets 1 through 6.

5. ROADWAY TYPICAL SECTION

The roadway deck geometry shall be as shown in the Agreement on Exhibit F - Typical Sections. The metal bridge rail shall be eliminated and the height of parapet barrier increased to 2'-8".

6. ROADWAY DRAINAGE

Roadway drains shall accommodate a 10-year frequency rainfall of 20 minute duration with 100% runoff. Drains shall be provided which will discharge the water below the bridge deck except in areas over highways and railroads where the water will be collected and discharged into storm drain facilities.

7. UTILITIES AND SIGNING

Navigation lighting shall be provided in accordance with current U. S. Coast Guard requirements.

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JAN 18 1971
BRIDGE DIVISION

Roadway lighting shall provide an average maintained illumination level of 1.0+ Foot Candles with a uniformity ratio of 3:1. The use of high pressure sodium luminaires shall be considered.

Signing and sign lighting meeting the requirements of interstate standards will be provided as required. Architectural treatment of signs and supports will be considered.

No provisions will be made for other utilities.

8. DEAD LOADS

A structure type with a conventional concrete deck shall have an allowance of 25 pounds per square foot for a future wearing surface and membrane waterproofing system.

Other structural types, orthotropic girders and prestressed segmental construction, shall have an allowance for wearing surface and membrane waterproofing systems consistent with the installation to be recommended.

9. LIVE LOAD

HS20 except that for the design of floor systems (stringers and floor beams) a special loading of two 24,000 lb axles at 4'-0" centers shall be used where this loading governs over the HS20 loading.

As the bridge cross section includes two 10' shoulders per roadway, girders carrying floor systems, box girders and substructure units shall be designed for five lanes per roadway with appropriate lane reduction as per AASHO.

Live load deflection shall be computed on the basis of the design live load per member with no allowance for lateral distribution due to cross bracing. Allowable deflection shall be in accordance with Oregon State Highway Bridge Division office practice.

10. LONGITUDINAL FORCES

Friction at sliding bearings and pin friction for rocker shoes shall be assumed to be 14% of the dead load supported.

11. WIND LOADS

As specified in AASHO Specifications. Wind loads shall be considered as unbroken moving loads. Identical loaded length for



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BRIDGE DIVISION

wind-on-structure and wind-on-live-load will be used. In loading combinations including live load and wind-on-live-load, the stress from each shall be computed maximum and need not be based on identical positions of the live load.

12. THERMAL FORCES

Thermal forces shall be applied in accordance with AASHO Article 1.2.15 and Oregon State Highway Bridge Division office practice consistent with a moderate climate.

13. EARTHQUAKE

Seismic loads shall be applied as designated in AASHO Article 1.2.20.

Unit stresses for dead load plus seismic forces shall not exceed 133% of the normal unit stresses except for lateral systems where the unit stresses shall not exceed the normal allowable.

Seismic forces shall be considered as acting concurrently with forces listed in Group VII, AASHO Article 1.2.22. Vertical dynamic forces shall be disregarded.

The effect of horizontal seismic acceleration of water shall be considered as adding horizontal forces to the river piers.

14. CENTRIFUGAL FORCE

Centrifugal forces consistent with AASHO Article 1.2.21 and the actual number of lanes per roadway with reductions for multi lanes shall be used with a design speed of 70 miles per hour.

15. CONCRETE

Concrete strengths shall be utilized as follows:

Prestressed Concrete

| | | | |
|---|---|---|---|
| Cast-in-place | f'c = 5,000 psi | fc = 2,000 psi | n = 6 |
| Precast | f'c = 6,000 psi | fc = 2,400 psi | n = 6 |

Ordinary Concrete

| | | | |
|---|---|---|---|
| Roadway decks | f'c = 4,000 psi | fc = 1,320 psi | n = 8 |
| Substructure | f'c = 3,300 psi | fc = 1,320 psi | n = 10 |
| Substructure Integral with Superstructure | f'c = 4,000 psi | fc = 1,600 psi | n = 8 |

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16. REINFORCING STEEL

All reinforcing steel shall be Deformed Billet - Steel Bars for Concrete Reinforcement ASTM A-615, Grade 40.

14S and 18S bars shall not be lapped at splices but shall be butt spliced by an approved mechanical device.

17. PRESTRESSING TENDONS

Prestressing tendons and anchorages will not be specified; however, several systems shall be investigated to insure structural feasibility. Freyssinet and Dywidag are among those systems to be investigated.

18. STRUCTURAL STEEL

The following structural steels shall be utilized to be consistent with stress requirements and overall economy.

Structural Carbon Steel A36.

High-Strength Low-Alloy Steel A242, A441, A572 or A588 with thickness limitations as set forth in Table 1.7.1 of the AASHO Specifications. Selected material shall have a minimum yield point of 50,000 psi.

High-Yield Strength Quenched and Tempered Alloy Steel A514 and/or A517 with thickness limitations as designated in Table 1.7.1 of AASHO Specifications.

Fatique stresses shall be considered consistent with Article 1.7.3 of the AASHO Specifications.

19. WELDING

All welding is to be accomplished as set forth in the "Standard Specification for Welded Highway Bridges and Incidental Structures" by the Oregon State Highway Commission.

20. FOUNDATIONS

Overbank piers on the State of Washington shore and the north main channel piers are to be founded on compact sandy gravel having a bearing capacity of 10 tons per sq ft. All other piers are to be supported on end bearing piles having a capacity of 200 tons per pile. Abutments at the north and south ends of the project are to be supported by friction piles having a capacity of 50 tons per pile.



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The values indicated above are to be verified following receipt of complete foundation boring data and information.

21. STABILITY OF SOIL BEARING FOUNDATIONS

For computing the stability of the substructure units on soil bearing foundations, the substructure dead loads shall consist of the weight of concrete, the weight of earth and the weight of water on top of the base, with uplift considered as full hydrostatic pressure. Water surface elevations at any stage up to elevation 36.5 shall be used. A stream flow velocity of 4 feet per second shall be used with AASHO Article 1.2.17 in computing stream forces. The resultant pressure shall remain within the middle third of the base for all conditions of loading.

22. STABILITY OF SUBSTRUCTURE UNITS ON PILE FOUNDATIONS

In computing stability of substructure units on pile foundations, uplift shall be computed on the assumption that full hydrostatic pressure, with water surface elevations at any stage up to elevation 36.5, is applied over the entire base with gravity loads consisting of the weight of concrete, the weight of earth and the weight of water on top of the footing. A stream flow velocity of 4 feet per second shall be used with AASHO Article 1.2.17 in computing stream forces. The pile group shall be designed so that no tension exists on any pile for all conditions of loading.

23. SEAL COURSE DESIGN

For seal course design the maximum design water elevation shall be 10.0 (approximate 25% line of daily high stages). Allowable uplift force per pile shall be taken as 10 pounds per square inch acting on an area equal to the perimeter of the pile times the depth of seal course. Maximum uplift per pile, for 35 feet of effective embedment, shall be limited to 25 tons per pile.

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FEB 9 - 1971
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# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 5, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
Salem

SUBJECT: Port Agreement
Marine Dr.-Union Pacific
Railroad Sec.
I-205 Freeway

Transmitted is a copy of Mr. Westerdahl's letter of January 28, 1971. The Port of Portland will supply the hydraulic fill material on the Marine Drive to Union Pacific Railroad Section of I-205 Freeway. This dredging work is presently planned for this fall. A final agreement is being prepared by the Port staff along the lines previously discussed with them.

Plans for this section of I-205 will be completed by our Design Sections about March 15, 1971. The questions of topsoiling the embankment and settlement problems are being reviewed by the Soils Section. A decision should be made soon on the type of drainage structure for Columbia Slough.

Right of Way is working on the total takings for this section of the freeway at this time. The required partial takings should be determined as soon as possible to give the Right of Way Section maximum time to acquire the property before this fall.

Attached is one copy of the unit schedule summary for this section of I-205 for your information.

R. L. Schroeder
Metropolitan Engineer

by J H Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:lh
Enc
cc: Don Harwell
Frank Hall
F. D. Morgan
Ben Gifford

Refer to Hall 2-9-71
- P2 expedite

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FEB 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

E. B. D.

GPO 52478-734

Box 3529 Portland, Oregon 97208 (503) 224-4260

January 28, 1971

Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

Attention: Mr. J.H. Versteeg

Gentlemen:

Subject: Portland International Airport - Streets & Roads - I-205

In reply to your letters of December 9, 1970 and January 12, 1971, please be advised that The Port of Portland is willing to perform the required dredging for the land section of I-205 in the vicinity of the Portland International Airport.

This work is an integral part of our planned dredging operations for the expansion of the airport and we expect to be in a position to place the material for your needs during the fall of this year.

I have instructed my staff to finalize an agreement covering the responsibilities of the two parties.

Please be assured of our complete cooperation with your program.

Very truly yours,

THE PORT OF PORTLAND

Edward G. Westerdahl, II
Executive Director

EGW*

METROPOLITAN ENGINEER
RECEIVED
FEB 2 1971

# UNIT SCHEDULING SUMMARY

WORK Hydraulic Fill Placement

UNIT NE Marine Drive - UPRR

SECTION Columbia River Bridge-UPRR

HIGHWAY East Portland Freeway

COUNTY Multnomah

SCHEDULING DATE August, 1971

## ESTIMATE OF COST & TIME

| Item | Estimate of Cost $ M$ | Time in Quarters 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|
| Clearing | .1 | | | | | | | | |
| Grading | .3 | | | | | | | | |
| Drainage | .4 | | | | | | | | |
| Surfacing | .1 | | | | | | | | |
| Structures | | | | | | | | | |
| Provide for Traffic | | | | | | | | | |
| Hydraulic Fill | .8 | | | | | | | | |
| Total Cost | $1.7 | Comments: (millions) | | | | | | | |

| DESIGN & PLANNING | CRITICAL FUNCTIONS Yes | No | Marg. | EXPLANATION |
|---|---|---|---|---|
| Grading Plan . . . | ☐ | x | ☐ | Minor grading for local traffic |
| Surfacing Plan . . | ☐ | x | ☐ | Detours and F.R. only |
| Structures . . . . | x | x | ☐ | Drainage str. only |
| Drainage . . . . . | x | ☐ | ☐ | Need agreement on comprehensive plan |
| Traffic Staging . | x | ☐ | ☐ | " " " " " |
| Others . . . . . | x | ☐ | ☐ | Right-of-way |

| CONSTRUCTION | CRITICAL PATH SEGMENTS Yes | No | Marg. | EXPLANATION |
|---|---|---|---|---|
| Grading . . . . . | ☐ | x | ☐ | |
| Drainage . . . . . | x | ☐ | ☐ | |
| Surfacing . . . . . | ☐ | x | ☐ | Frontage roads & detours only |
| Structure . . . . . | ☐ | x | ☐ | Drainage only |
| Traffic Control . . | x | ☐ | ☐ | Must provide access and egress |
| Other . . . . . | x | ☐ | ☐ | Policing ports dredging operation |

Comments - Critical scheduling problems, agreements, construction, etc.

SECTION Columbia River Bridge-UPRR

HIGHWAY East Portland Freeway

COUNTY Multnomah

SCHEDULING DATE August, 1971

ESTIMATE OF COST & TIME

| Item | Estimate of Cost $ M | Time in Quarters 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|
| Clearing | .1 | | | | | | | | |
| Grading | .3 | | | | | | | | |
| Drainage | .4 | | | | | | | | |
| Surfacing | .1 | | | | | | | | |
| Structures | | | | | | | | | |
| Provide for Traffic | | | | | | | | | |
| Hydraulic Fill | .8 | | | | | | | | |
| Total Cost | $1.7 | Comments: (millions) | | | | | | | |

| DESIGN & PLANNING | CRITICAL FUNCTIONS Yes | No | Marg. | EXPLANATION |
|---|---|---|---|---|
| Grading Plan . . . | | x | | Minor grading for local traffic |
| Surfacing Plan . . | | x | | Detours and F.R. only |
| Structures . . . . | x | x | | Drainage str. only |
| Drainage . . . . . | x | | | Need agreement on comprehensive plan |
| Traffic Staging . | x | | | " " " " " |
| Others . . . . . | x | | | Right of way |

| CONSTRUCTION | CRITICAL PATH SEGMENTS Yes | No | Marg. | EXPLANATION |
|---|---|---|---|---|
| Grading . . . . . | | x | | |
| Drainage . . . . . | x | | | |
| Surfacing . . . . . | | x | | Frontage roads & detours only |
| Structure . . . . . | | x | | Drainage only |
| Traffic Control . . | x | | | Must provide access and egress |
| Other . . . . . | x | | | Policing ports dredging operation |

Comments - Critical scheduling problems, agreements, construction, etc.

Agreement with Port necessary. Police dredging operation with respect to pollution and secondary pumping of dredge water. R/W clearance needed by July, 1971.

Engineer K. D. Limbocker
Metro Design Engineer

Date: January 28, 1971

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JAN 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM FHWA-PR-10 (4-70)

2705

SP*52503-734

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 21, 1971

To: Memo to the File

SUBJECT: Hydraulic Fill
Marine Drive-UPRR Section
I-205 Freeway

A meeting was held at the Port of Portland office at 10 a.m. December 20, 1971. The proposed agreement with the Port was discussed. Other than some rather minor details we seemed in agreement. At this stage Mr. Stiller will rewrite portions of the agreement and resubmit this to the Highway Division.

Some items of significance are as follows:

(1) Port has a permit and can dredge from an area adjacent to Government Island.

(2) This dredging work is an important part of the P.I.A. long-range development.

(3) This work will be scheduled along with some harbor and channel work to be done for the Corps of Engineers.

(4) This dredging work is presently scheduled for this fall (October-November 1971).

(5) As the Port has a new management set-up, they must be advised and confirm plans for this joint venture.

Present were, from the Port, Don Morgan, Attorney; Gene Arnold and Ken Webber, Engineers; Adam Heineman, in charge of the Marine Section; Mr. Jack Stiller, Coordinator for the P.I.A.; and the writer, for the Highway Division.

R. L. Schroeder
Metropolitan Engineer

by

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:lh
cc: Frank Hall
F. B. Klaboe
K. D. Limbocker

JAN 25 1971

FOR FILE

Cover
RW
EPT

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
January 21, 1971

SUBJECT: Right of Way
Marine Drive-UPRR Section
I-205 Freeway

To: Louis C. Grothaus
R/W Supervisor
B U I L D I N G

Cur R Br

Transmitted is a copy of Mr. Stiller's letter of January 18, 1971 and a copy of the right of way map for this section of I-205.

The Port of Portland is interested in obtaining certain parcels of land adjacent to I-205 rights of way.

The joint acquisition of properties in this area are covered in our agreement with the Port.

I can see lots of problems with the Cadet property and there may be others just as complicated. Please advise this office if we can be of any assistance to you in complying with their request.

Robert L. Schroeder
Metropolitan Engineer

By:

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

Enc

cc: Frank Hall w/attach.
David Moehring "
F. B. Klaboe "
F. D. Morgan "

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JAN 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP 92475-734

Box 3529 Portland, Oregon 97208 (503) 224-4260

January 18, 1971

Mr. J. H. Versteeg
Asst. Metropolitan Engineer
Oregon State Highway Division
5821 N. E. Glisan Street
Portland, Oregon 97213

Dear Mr. Versteeg:

SUBJECT: PIA - Streets and Roads - I205

Thank you for your letter and enclosures of December 30. Mr. L. D. Thompson, Manager of Real Estate and Leases for the Port, has marked up one copy of the plan which you sent. The shaded areas represent parcels which the Port is interested in obtaining in accordance with our agreement covering real estate.

Please have your properties people contact Mr. Thompson when they are ready to act on specific acquisitions.

Very truly yours,

THE PORT OF PORTLAND

J. R. Stiller

J. R. STILLER
Coordinator-Airfield
Aviation Development

METROPOLITAN ENGINEER
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JAN 19 1971
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I-205
Port of Portland

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JAN - 5 1971
FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTRADEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
January 12, 1971

SUBJECT: Force Account
Hydraulic Embankment
Marine Drive-UPRR Section
I-205 Freeway

To: F. B. Morgan
Construction Engineer
State Highway Building
Salem

ATTENTION: John Bond

NOTED
F. B. KLABOE

We are in the process of negotiating an agreement with the Port of Portland to have them dredge the material for this section of I-205. There seems to be a general consent for most items in the agreement between the Highway Division and the Port of Portland.

There is one problem to be resolved; that is the method of payment. The Port has been paid on a force account basis for all dredging work in the past. They still insist this is the fairest way to all concerned.

What not 90% Fed / 10% State

The representatives of the FHWA have objected to paying for this work on a force account basis. Their main objection is in paying for general administrative costs as outlined on page 7 of the report. The FHWA has insisted on a unit price payment for the embanked material. Port officials are unwilling to do the work on a unit price basis for several reasons.

Make this Portion as Non-participating

You have had considerable experience dealing with the FHWA people on such matters. Would you review this problem of payment for the fill material with them on an informal basis. Perhaps there is some slightly different approach that would satisfy their objection.

I would also appreciate a reveiw of this on a per unit cost to determine what unit price could be justified. There is a possibility a price range could be set with some maximum and the final unit price adjusted after the completion of the project.

Also needs justification as to why we go Port work rather than contract

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COUNTY & CITY SECTION
JAN 13 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

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JAN 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Robert L. Schroeder
Metropolitan Engineer

By:

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb
cc: ~~Frank Hall~~ info
F. B. Klaboe
Don Harwell — see notes on right
Den Gano

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JAN 14 1971
FOR FILE

**OREGON STATE HIGHWAY DIVISION**

METROPOLITAN SECTION
5821 N. E. Glisan Portland, Oregon 97213 Phone 229-6971

January 12, 1971

Mr. I. J. Church, Manager
Technical Services
PORT OF PORTLAND
Box 3529
Portland, Oregon 97208

NOTED
F. B. KLABOE

ATTENTION: Jack Stiller

Re: I-205
Agreement

Gentlemen:

As stated in Mr. Klaboe's letter to your office, the Highway Division is requesting that the Port do the necessary dredging work on the I-205 Freeway.

Transmitted is a copy of an agreement draft dated June 8, 1970. This will need revising to current plans. I have marked up a copy of this agreement in line with my thoughts on the subject agreement and the work it is intended to cover.

This agreement need only cover the landside fill from Marine Drive to UPRR tracks. There is some doubt in your capability to pump the material to the height indicated on the I-205 profile; this is not critical. The material can be stockpiled and later moved by the Highway Division if necessary.

All items pertaining to right of way parcels, etc. are fully covered in a previous agreement and will be omitted in this one. All reference to the river section of I-205 should also be omitted. This work can be covered under a second agreement prepared at a later date.

On page 4, Item 8D, topsoil does not seem to be the type of work you normally do. It may be that this topsoil work could be included in the contract we propose to let for the drainage, etc.

There has been considerable discussion about Item 8F, payment. Would you please complete exhibit "B" as originally proposed. If you can come up with a unit price per cubic yard for the fill material in place, this would be more desirable. In the meantime, exhibit "B" should be completed and other alternate means of payment can be explored.

Your meetings with the airlines on the airport expansion is occupying the majority of your time. I would like a meeting with you as soon as possible to go over this proposed agreement in greater detail.

Very truly yours,

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

Enc

cc: F. D. Morgan
F. B. Klaboe
Frank Hall
Don Harwell

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JAN 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 9 - 1970
PORTLAND

December 9, 1970

Mr. Edward G. Westerdahl, II
General Manager
Port of Portland
Box 3529
Portland, Oregon 97208

Dear Mr. Westerdahl:

The Port of Portland and the Oregon State Highway Commission entered into an agreement on December 1, 1970, pertaining to a cooperative venture in the acquisition of rights-of-way for the Marine Drive-Union Pacific Railroad Overcrossing Section of the East Portland Freeway No. 64 (I-205) in the vicinity of the Portland International Airport.

We believe that it would be mutually beneficial if the Port and the Highway Division cooperated in dredging fill material for the portion of I-205 to be constructed in the vicinity of the airport. Please advise if you consider this desirable and, if so, whom in your organization we should contact to work out the necessary agreements.

We appreciate the fine cooperation of your staff regarding matters relating to Port-Highway construction.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. E. Simpson, FHWA
R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. L. Hall
H. S. Cox
D. H. Moehring
R. L. Schroeder

DNH:ljt FBK:srb

8905

RECEIVED
DEC 7 - 1970

December 7, 1970

Oregon State Highway Commission

Gentlemen:

On the agenda for the January 5 meeting will be an agreement between the State and the Port of Portland pertaining to a cooperative venture in the acquisition of rights-of-way for the Marine Drive-Union Pacific Railroad Overcrossing Section of the East Portland Freeway No. 64 (I-205) in the vicinity of the Portland International Airport.

This is a milestone in our endeavor to cooperate with other local or state agencies in consummating the construction of various projects within Oregon.

On December 1, telephonic approval and authorization for the Secretary to sign the agreement on your behalf, was received from Chairman Jackson and your confirmation is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
L. H. Young
H. S. Cox
D. H. Moehring
R. L. Schroeder

DNH:ljt srb sr

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JUN 22 1970
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

# Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 18, 1970

In reply refer to: 08-35.1

KLABOE

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(-), Columbia River Bridge - UPRR Section
Dredging Agreement with Port of Portland

After careful consideration of the suggested agreement between the State and the Port of Portland as presented at the joint meeting on June 9, the following are submitted for your consideration:

1. Right of way could be eliminated from the agreement. It is doubtful if a right of way agreement is necessary. It is recognized that right of way acquisition will be a critical time consideration, and consequently any delay will be adverse to the project. Acquisition by the Highway Division in accordance with the approved right of way policy will be acceptable to Public Roads. If the Port of Portland requires additional takings beyond the limits of the right of way and desires to participate in the costs a separate review can be made in regard to Federal participation. Any other arrangement could be made between the State and the Port and need not be a consideration prior to acquiring right of way.

I agree

2. Land-side Fill: Inasmuch as this portion of the project is to be performed entirely with Port-owned equipment, it would seem appropriate that this be covered by a separate agreement inasmuch as the controlling factors for the water-side fill have not been determined and may not be available at the time this work is undertaken. While not mentioned in my memorandum of June 16, as to method of payment it would seem that the unit price method would be the simplest and the easiest to administer.

Please Try

3. Water-side Fill: It is suggested that a separate agreement be made for this work which will be the last phase of the project. Such a procedure would provide the Port with additional time for preparation of its contract or contracts. The final agreement, of course, would have to be delayed until bid prices were established.

I agree

Simpson:nig

REFERRED TO 6-22-70
By Asst. State Hwy. Engr.

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JUN 19 1970
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

8905

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JUN 16 1970
F C Crafts and Assoc.

U.S. 97 KLAMATH F.B.

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
June 11, 1970

SUBJECT: Airport Agreement
Marine Drive - UPRR Section
I-205 Freeway

To: Mr. F. B. Crandall
Traffic Engineer
State Highway Building
Salem

ATTENTION: R. L. Schroeder

In our conversation this date, you mentioned some concern about the Port's willingness to pay relocation costs on joint right of way ventures with the department.

Submitted is a copy of a letter dated April 29, 1970 written by John Scott.

The Port is agreeable to pay relocation cost on a combination taking by the two agencies. Where the Port's causes the dislocation, the Port does not pay relocation costs. This double standard applied to adjacent properties will cause some problem.

A. E. Johnson
Metropolitan Engineer

By:

J H Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

Enc

cc: Wally Bryant
Fred Klaboe
Tom Edwards

RECEIVED
JUN 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

5821 N. E. Glisan Street
April 28, 1970

RECEIVED
APR 28 1970
DE AME AME HOE MTE

NOTED
A. V. BENEDICT
6.6.1970

To: Mr. David H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: Port of Portland
Columbia River Bridge -
N. E. Sandy Blvd. Section
East Portland Freeway
Multnomah County

On Monday, 2 p.m., with Division Right of Way staff members, we met with the real estate personnel of the Port. These three men were headed by Lyle Thompson, Manager, Real Estate Services and Leases. Our discussions covered the full spectrum of cooperative and interagency relationships and functions for that part of the interstate right of way running through or abutting the Port of Portland's airport development.

It became immediately evident the Port has a latitude in operation which is unknown to us. They are not bound by any procedural policies in any phase of their operation as are a part of our every day life. It therefore became quickly evident that our proceeding mutually would be dictated by our requirements rather than theirs. It naturally followed that we would need handle practically all of the process of acquisition under an agreement with the Port for their percentage in costs.

This, naturally, raises some legal, accounting and operational questions which will require determination. In all transactions involving the Port Commission, each agency will be making a partial taking which combined will be the entire private property. Some of the questions to be resolved are the following:

1. Assuming all of our appraisals will be on a before and after basis, our appraisers will have appraised the entire property. The Port's policy requires them to use three fee appraisers for every taking. Shall we order three fee appraisals on each such taking or shall we limit appraisals to our normal requirements?

   In this regard, the Port representatives have stated they are agreeable to sharing all costs of acquiring the property on the actual percentage basis of the property acquired for each agency.

2. Where relocation is caused by a combination of the two agency's takings, the Port is agreeable to sharing in this type relocation cost on a percentage basis.

   Where the Port's taking causes the dislocation, the Port does not pay relocation costs. Will all appraisals and records need to establish the fact that our taking did not cause the dislocation?

3. Most serious and complicated would appear to be takings which must go to litigation. In these cases we need interpretation on such things as:

   a. Are we limited in filing on only the taking required for right of way? If so, the Port is concerned that they be allowed to join in such filing to acquire the remainder of the property and, if possible, thereby avoiding a separate litigation.

      Their program is in the stage where they are not concerned with early possession for their use but are concerned with the pyramiding of costs and values.

   b. The Port has the right and power of acquiring the entire property under the eminent domain proceedings but they do not have the legal right of taking possession as of the date of filing. It would appear that our time table is the more critical and hence we should take the initiative and carry the case as the plaintiff. Do you concur?

4. These cases did suggest that we should resolve them at the earliest possible date because of the time needed to meet legal requirements. I would urge that we proceed with an initial review and offer on these combination files with a minimum of appraisals to support a review. If we then cannot option, we should immediately proceed in condemnation. The Port is agreeable to this procedure, with the reservations suggested in the foregoing.

As you can appreciate, the foregoing is set out as no more than a rough outline for your information and preliminary thinking. I would like to ask that after reading this you call me to set up a conference appointment for a detailed discussion of how we want to proceed to and including the drawing of an agreement to cover the mutual operation of the two agencies. Keep in mind we will be acquiring certain property already in the ownership of the Port of Portland as well as a part of private property; the remainder of which will be acquired by the Port.

John K. Scott

JOHN K. SCOTT
DISTRICT RIGHT OF WAY
SUPERVISOR

JKS:RR

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 2 TO SENDER

8405

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

# *Memorandum*

RECEIVED
JUN 22 1970
FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 16, 1970

In reply refer to: 08-35.1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(-), Columbia River Bridge - UPRR Section
Dredging Agreement with Port of Portland

At the meeting on June 9 with the Port, I agreed to have the preliminary draft of the Port of Portland "Description of Procedures for PIA Dredging" reviewed by our Audit Section. The review has been completed.

Enclosed is a copy of the Division auditor's report. Also, for your ready reference there is a portion of PPM 21-6.3 enclosed.

Enclosures
Draft booklet
Memo, 6-15-70, Lause to Simpson
Excerpt of PPM

Simpson:nig

Let me please
RLP
done

cc Barbee
w/report

6-22-70

RECEIVED
JUN 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTE
F. B. KLA

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

# *Memorandum*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TO : Mr. R. E. Simpson, Division Engineer
Salem, Oregon

DATE: June 15, 1970

In reply refer to: 08-35.9

FROM : T. N. Lause, Division Auditor-in-Charge
Salem, Oregon

SUBJECT: Oregon I-207-7(-)~~312~~, Columbia River Bridge - UPRR Section
~~Columbia River Crossing~~
Review of Proposed Force Account Agreement Between State and Port of Portland for Rental of Publicly Owned Equipment

In accordance with your June 10 request I have reviewed the proposed agreement between the State and the Port of Portland for dredging work to be performed by the Port on a force account basis. Comments related to the charges included in the rental rates for Port owned equipment and the charges for general administrative costs are:

1. Part II, Article 4, Paragraph B(1)(Page 5 of proposal) provides for the payment of $1585 per day for Dredge OREGON and attendent equipment. Subparagraph "e" (Page 8 of proposal) provides for payment of hull insurance at the daily rate of $219 for a 5-day week and $185 for a 6-day week. Subparagraph "f" provides for payment of depreciation charges of dredge and allied equipment. The schedule of charges included in the $1585 daily rate as shown in Part VI of the proposal includes hull insurance and depreciation (see copy attached). Payments made under Paragraphs "e" and "f" would duplicate the amounts included in the daily rental rate for these charges.

2. Paragraph B(2) and (3) (Page 5 of proposal) provides for maintenance charge of 4.5 cents per linear foot per operating day for floating or ball joint pipeline, and 2.4 cents per foot per operating day for slip joint and dresser coupling pipeline. Subparagraph (4) provides for the rental rates of dozer type equipment. It is the responsibility of the Port of Portland to substantiate these rates as reasonably representative of the cost of maintaining and operating such equipment. The Port of Portland should not profit at the expense of Federal funds. It is also the responsibility of the External Audit Section of the Highway Division to verify the reasonableness of these charges.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

3. PPM 21-6.3, June 28, 1968, Section 18 (copy attached) sets the policy governing use of publicly owned equipment. Your attention is directed to Paragraph "f" for the policy in those cases in which the State or local unit of Government performs the force account work.

4. General administrative costs detailed under Subparagraphs d(1) and (2) (Pages 7 and 8 of the proposal) are eligible for Federal participation only to the extent that such costs are directly attributable and properly allocable to the project. The General Administrative costs referred to in the proposal are the same type of costs referred to in Section 1.11 of the Regulations and Standards as "Engineering Services" (copy attached). Expenditures for the establishment, maintenance, general administration, supervision, and other overhead of the State Highway Division, or other instrumentality or entity . . . shall not be eligible for Federal participation. This provision conforms to the requirement of Section 302 of Title 23 USC which requires the State (and political subdivision) to be suitably equipped and organized to discharge to the satisfaction of the Secretary the duties required by this Title.

It is my opinion that the costs itemized in Subparagraphs d(1) and (2) are ineligible for Federal participation in accordance with the provisions of Section 1.11 of Regulations and Standards.

TNLause:bk

17. BONUS PAYMENTS

The policy of Public Roads is not to participate, directly or indirectly, in any part of a bonus to the contractor for completing a project in advance of the time specified. A bonus of such nature is of doubtful value, and so susceptible to abuse that it could rarely be justified.

18. USE OF PUBLICLY OWNED EQUIPMENT

a. It is contrary to Public Roads policy that publicly owned equipment should compete with privately owned equipment on a project to be let to contract. There may be exceptional cases, however, in which the use of equipment of the State or local unit of government for highway construction purposes may be warranted or justified. A proposal by any State for the use of publicly owned equipment on such a project must be supported by a showing that it would clearly be in the public interest to do so under the conditions peculiar to the individual project or locality. It is anticipated that occasions of such use would be infrequent.

b. As used herein the term "publicly owned equipment" is deemed to mean equipment previously purchased or otherwise acquired by the public agency involved primarily for use in its own operations. The term "rental" may be considered to include depreciation and expense of upkeep in addition to other charges.

c. Where publicly owned equipment is to be made available in connection with construction work to be let to contract, Federal funds may participate in the cost of such work provided the proposed use of such equipment is clearly set forth in the PS&E submitted to Public Roads for approval. In such cases the advertised specifications shall also specify the items of publicly owned equipment available for use by the successful bidder, the rates to be charged therefor, and the points of availability or delivery of the equipment, together with the express condition that the successful bidder has the option either of renting part or all of such equipment from the State or local unit of government or otherwise providing the equipment necessary for the performance of the contract work.

d. In the rental of publicly owned equipment to contractors, the public agency should not profit at the expense of Federal funds. Therefore,

(1) Rental rates shall be reasonably representative of the cost of providing such equipment, or

(2) There shall be credited to the project a lump sum amount determined as the approximate profit, if profit is derived by the agency furnishing the equipment, thereby reducing the total participating cost of the project.

e. When during the progress of construction, an emergency develops due to breakdown or loss of contractor equipment from accidents or other unforeseeable causes beyond the control of the contractor and the contractor is otherwise unable to secure equipment with which to continue the work, publicly owned equipment may be made available to the contractor at rental rates agreed to between the contractor and the State or local unit of government, with the understanding that any such arrangement shall not form the basis for any increase in the cost of the project on which Federal funds are to participate.

f. General policy concerning construction of projects by force account is set out in PPM 21-6.2. Insofar as the use of publicly owned equipment on projects constructed on a force account basis is concerned, Federal funds may participate whether such work is performed (1) at agreed unit prices, or (2) on an actual cost basis. In the case of force account work to be performed by the State or local unit of government at agreed unit prices, the equipment need not be itemized nor rental rates shown in the estimate. However, if such work is to be performed on an actual cost basis, the State should submit to the division engineer for approval the schedule of rates proposed to be charged, exclusive of profit, for the publicly owned equipment made available for use. The division engineer will verify the rates from the public agency record, and upon consideration of all available data, may approve such rates as are determined to be fair and reasonable under the circumstances. If the State has established uniform rates for use by counties or other public agencies on State-aid work, such rates may be accepted by the division engineer.

19. CHANGES AND EXTRA WORK

a. It is expected that the preliminary engineering and the preparation of plans, specifications, and contract documents will be performed with sufficient thoroughness, accuracy, and care that changes and extra work during the construction stage can be held to a minumum and limited almost exclusively to revisions and additions necessitated by conditions that could not reasonably be anticipated before the project was advertised for bids or force account operations commenced.

3705

RECEIVED
JUN 15 1970
FOR FILING

FORM E-30 50M 10-65

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 11, 1970

SUBJECT:

To: Memo to File

On this date the following people from the Port of Portland met with Forrest Cooper, R. L. Porter, Tom Edwards, and L. I. Lindas of the Highway Division:

| | |
|---|---|
| George Baldwin | General Manager |
| Lofton L. Tatum | Attorney |
| I. J. Church | Technical Services Manager |

The discussion concerned the general progress of the new Portland International Airport. The Port people stated that to date their work was not such as to be an environmental problem to cause the Sierra Club concern; however, this fall they would reach a point where the dredging would involve upland on Government Island and filling along the banks that would be objectionable to the plaintiffs in the federal law suit against the Corps of Engineers and others. They said they did not know what might be the outcome of the proposed court action but they were proceeding on schedule to the limits of their financial ability.

Mr. Church stated that their schedule calls for filling on the I-205 roadbed between Marine Drive and Columbia Boulevard in 1971 and filling northerly of Marine Drive in 1972. He said their plans were flexible, however, and they felt they could be adjusted to meet this agency's schedule. I inquired if the final decision had been made as to the location of the airport interchange and as to its design. He stated he thought the location was now firm and the type of design had been recently discussed between the Port, the Bureau of Public Roads, and this agency.

Copy Merchant 6-15-70

Mr. Church further stated that Marvin Durning, a Seattle attorney, was representing the Sierra Club and that he had associated himself with a Portland counsel whose name is not known.

R. L. Porter
Deputy State Highway Engineer

6-25-70 Mr. Church will be the man to contact for info on program of Port's work.

RLP:ms
cc Forrest Cooper
Tom Edwards
F. B. Klaboe - See me please.
Victor D. Wolfe
L. I. Lindas

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

# *Memorandum*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 10, 1970

In reply refer to: 08-35.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(-)312, Columbia River Crossing
Dredging Agreement Between State and Port of Portland

At a meeting yesterday the Port of Portland representatives asked if a payment could be made in advance for the construction work proposed.

In regard to a Federal-aid project, advance payment cannot be made to the State under the terms suggested by the Port. Paragraph (a), Section 121, Title 23, U.S.C., states, "The Secretary may, in his discretion, from time to time as the work progresses, make payments to a State for costs of construction incurred by it on a project. These payments shall at no time exceed the Federal share of the costs of construction incurred to the date of the voucher covering such payment plus the Federal share of the value of the materials which have been stockpiled in the vicinity of such construction."

Under Section 124, advances may be made to States and are applicable when the State is unable to make prompt payments for construction. The procedures under this section involve more time and are more cumbersome than the processing of progress vouchers.

When the work is undertaken by another Federal agency the procedures outlined by the Port of Portland can be followed. In this case it would not be applicable inasmuch as the Port is not a Federal agency.

Simpson:nig

RECEIVED
JUN 11
OFFICE OF
STATE HIGHWAY ENGINEER

nig to Bachus 6-17-70

NOTE
F. B. KLAGGE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

905

RECEIVED
MAY 6 - 1970
FORM E-30 (REV. 10-69)

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1970

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Hydraulic Embankment Fill
Marine Drive-Columbia Blvd. Section
East Portland Freeway #64 (I-205)
Port of Portland

Herewith a suggested agreement draft regarding subject matter within the jurisdictional boundaries of the Port of Portland.

The Port will do dredging operations and place the material on State-acquired lands along I-205 corridor or an alternate site adjacent thereto, in the immediate area.

Port and State officials have discussed the matter of mutual acquisition of properties to benefit both parties; however, in this event, various state and federal laws and requirements would have to be adhered to.

Would you please look this matter over and refer it to Design, as well as Right-of-Way, and return for any revisions, alterations, etc., prior to further discussion with Port authorities.

H. S. Cox
County and City Engineer

By

D. N. Harwell
Assistant County-City Engineer

NOTE FILE

DNH:mm
Att.

cc: A. E. Johnson

Rec'd to Barker
to look & forward
to COT 5-5-70

RECEIVED
MAY 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP 62475-784

RECEIVED
APR 15 1970

FOR FILING

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 13, 1970

To: Memo to the Files

SUBJECT: Hydraulic Fill
Marine Dr.-Columbia Blvd. Sec.
East Portland Freeway

A meeting was held in the Port of Portland offices at 2:30 p.m. on April 9, 1970. Items discussed were dredging for the hydraulic fill, right of way, and the form for an agreement.

Mr. Stiller presented the Port's revised dredging schedule. Under this schedule the placement of the highway fill would begin June 1, 1971. By this date all land must be acquired and cleared, temporary drainage installed and frontage roads constructed. If we do not meet this schedule, the material will be stockpiled adjacent to Marine Drive.

An agreement between the two agencies to cover the hydraulic fill construction was discussed. Items to be covered would be dredging schedule, quantity of material, compaction, unit prices, method of measuring material, responsibilities, liabilities, etc. Mr. Harwell will rough draft an agreement to be presented to the Port.

Right of way procedures of both agencies were discussed. We will require some Port property for right of way. In other cases we will need part of a property and the Port would like to acquire the remainder. This will require considerable cooperation, but no problems are anticipated.

Mr. Stiller reported that information on the airport interchange would not be available for another two weeks. He plans a meeting with Mr. Nordlander concerning local access roads. Our agreement calls for a structure at both 105th Avenue and Liberty Street. Mr. Stiller would like to move these crossings of the freeway and also include a structure for the Wittaker Express. It was pointed out that the time for long-range planning had passed. All items relating to this section of the I-205 must be expedited if we are to meet the June 1, 1971, dredging schedule.

The Port has a consulting firm under contract to plan the landscaping for the entire area. They have asked for our cooperation in a joint landscaping effort.

Present at the meeting were:

SP 52675-724

| | |
|---|---|
| Donald Koford | Asst. Manager, Aviation Projects |
| J. R. Stiller | Port of Portland |
| Ken Webber | Port of Portland |
| Lyle D. Thompson | Manager, Real Estate Leases & Services |
| Lloyd Robinson | Real Estate Specialist |
| John K. Scott | R/W Supervisor, OSHD |
| D. N. Harwell | OSHD |
| A. E. Johnson | " |
| K. D. Limbocker | " |
| J. H. Versteeg | " |

A. E. Johnson
Metropolitan Engineer

by

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:lh

cc: Forrest Cooper
F. B. Klaboe
Tom Edwards
F. D. Morgan
D. J. Barbee
David Moehring
John Scott
Don Harwell
Dan Gano

RECEIVED
APR 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-20 (REV. 10-69)

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
April 13, 1970

SUBJECT: Hydraulic Fill
Marine Drive-Columbia Boulevard
East Portland Freeway

To: Mr. D. J. Barbee
Design Engineer
State Highway Building
Salem

In our recent meeting with the Port of Portland several aspects concerning the hydraulic fill were discussed.

The Port has a firm dredging schedule and we must be ready to receive this material by June 1, 1971. Quantities of material are computed from data based on the pre-dredge and post-dredge measurements of the river channel. It will be necessary to convert our embankment quantities including subsidence of the natural ground to quantities of the inplace material.

The dredging operation normally will place the material at 83% compaction requirements. Compaction of 90% to 92% can be achieved by use of spreading equipment if this is specified.

Dames & Moore are soil consultants on the present dredge operation. We are planning to ask Dan Gano to contact them for data on consolidation of the original ground and loss to be expected in the material itself.

It will be necessary to have the buildings demolished, rights of way cleared, drainage installed and frontage roads constructed. All of these things will depend on securing the freeway right of way as early as possible for this section of the I-205.

Members of the Port would like the freeway crossings revised on this section. Neither they or Multnomah County have any firm plans or are ready to make any commitments. They are planning to meet to discuss this and will make recommendations to the department within two to three weeks.

Don Harwell of City-County is outlining an agreement with the Port to cover this dredging operation. This dredging will be done with Port equipment so no contracts will be involved.

If we plan to stockpile any of the material from the right of way for topsoil, the necessary plans should be made. This would require a stockpile site and a contractor to excavate and stockpile the material.

SP 52475-724

Both Mr. Johnson and Mr. Scott are very anxious to get started on the right of way phase of this project. Any design work or request for additional information will be expedited by this office.

A. E. Johnson
Metropolitan Engineer

By:

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

cc: W. B. Klaboe
F. D. Morgan
Dan Gano
John Scott

8705

RECEIVED
MAR 6 - 1970
FOR FILING

March 5, 1970

3249

The Port of Portland
Box 3529
Portland, Oregon 97208

Attention: Mr. George M. Baldwin
General Manager

Gentlemen:

Reference is made to your February 4 letter in regard to proposed dredging for our future Interstate 205 embankments. I understand that Mr. A. E. Johnson, Metropolitan Engineer, has been in contact with your representative, Mr. J. R. Stiller, and has discussed this matter in some detail.

Our best information on the amount of material required southerly of Marine Drive is 2,450,000 cubic yards. Since the positioning and design details of the interchange have not been finalized, this is subject to revision either way, as the above figure includes quantities for a typical interchange. Northerly of Marine Drive, the material under our facility is estimated as 1,000,000 cubic yards, based on soundings of a few years ago.

The material northerly of Marine Drive could be placed at any time along with your embankments. The material southerly of Marine Drive should be placed in the proposed embankments, if possible, and at this time it would appear that mid-1971 would be the logical time the design could be finalized and rights-of-way obtained so that this could be done. However, if desirable from your standpoint, this date could be advanced.

Your comments as to your program would be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
F. S. Klaboe
V. D. Wolfe
D. J. Barbee
A. E. Johnson

ADO:jp sr

Portland, Oregon
February 4, 1970

026-1909

East Portland Freeway (I-205)
Coordination of Dredging with
the Port of Portland

Mr. D. J. Barbee
Design Engineer
Salem

On January 29, 1970, Mr. Hal Versteeg and I met with Mr. Jack Stiller of the Port of Portland regarding proposed schedules for airport dredging and construction of I-205 in the vicinity of the Portland International Airport. Mr. Stiller indicated that he was to serve as liaison between the Highway Division and the Port of Portland in connection with the reconstruction of the Portland Airport.

Mr. Stiller indicated that they proposed to start dredging with the Port's dredge sometime in February of 1970 into the military area south of the airport to bring an existing low area to grade and to provide excess material for construction of the proposed new south main runway. This dredging would be in operation for the next two or three months. He also indicated that a complete dredging schedule is in the process of being prepared and would be issued in the next few weeks.

Based on our latest proposed Interstate scheduling I indicated to Mr. Stiller that we could not be ready to accept dredge material before about May of 1971, assuming that we would not be able to start right of way acquisitions until after receiving our consultant's report and after a public hearing for at least that portion between the Oregon-Washington state line and Columbia Boulevard or Sandy Boulevard. It was also indicated that that portion of the proposed I-205 north of present Marine Drive and which part would be in the present river could be done at any time.

Mr. Stiller indicated that the Port had financial problems due to the current high rate of interest and would appreciate the best information we could provide them as to when we could accept dredge material from the Port. He also requested information as to whether dredging could be placed after piers were constructed or if we would prefer to place the dredge material prior to pier construction.

I would appreciate your comments regarding this request and by copy of this letter to Mr. Ivan Merchant would request that he furnish you pertinent information regarding the pier construction in connection with the dredging.

} answered verbally.

NOTED
E. L. HARDT

AEJ:lh
cc: Ivan Merchant

A. E. Johnson
Metropolitan Engineer

NOTED
D. L. [illegible]SON

NOTED
K. D. LI[illegible]

NOTED
JON ROSE

NOTED
J. H. VERSTEEG

9940

Box 3529 Portland, Oregon 97208 (503) 224-4260

February 4, 1970

RECEIVED
FEB 9
DESIGN
DIVISION

Oregon State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

Attention: Mr. Forrest Cooper

Gentlemen:

SUBJECT: Portland International Airport Expansion
Streets and Roads - I-205

The Port of Portland is now in the process of preparing our dredging schedule for the Portland International Airport expansion. In order to complete the work under the terms of our permit issued by the Corps of Engineers, we must coordinate our activities with the requirements of other public agencies such as yours. We therefore request that you provide us with the following information:

1. How much material does the Oregon State Highway Department desire The Port of Portland to furnish by dredging?

2. When will this material be required?

3. Where would the Oregon State Highway Department prefer the material to be placed? The Port has available near the I-205 route a 40-acre area on which the material could be stockpiled.

We would like the answers to these questions as soon as possible in order to complete our schedule. We also suggest that an early meeting be set up at staff level in order to discuss the details of this work.

Mr. Jack R. Stiller has been assigned by the Port to coordinate Port work with the Oregon State Highway Department on the I-205 project. Please contact him for any further information.

Sincerely,

for GEORGE M. BALDWIN
General Manager

RECEIVED
FEB 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

cc: A. E. Johnson, Metropolitan Engineer

RECEIVED
JAN 13 1971
DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA
FOR FILING

OFFICE OF THE ADMINISTRATOR

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

1-12-71 DEC 31 1970

REFERRED TO
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

Honorable Wendell Wyatt
House of Representatives
Washington, D. C. 20515

Dear Mr. Wyatt:

This is in further response to your November 2 letter on behalf of Mr. Stanley Bishoprick concerning the location of I-205 at the Columbia River.

We can certainly understand Mr. Bishoprick's continued concern over the location of this route since he stands to be inconvenienced by the facility as now planned. However, extensive studies were conducted of many alternative locations and the studies were coordinated with Federal, State and local agencies with particular expertise in the matter. After thorough consideration of these studies and the comments and information obtained from public hearings, it was determined that the presently proposed location is in the best public interest. Plan development and right-of-way acquisition are now in an advanced state on the approved alignment.

In answer to the three items in your letter, as requested by Mr. Bishoprick, we provide the following information:

1. We have been informed by the Washington Department of Highways that the firm of McKay and McDonald, a California corporation with Vancouver representation, purchased a tract of land for subdividing of approximately 3000 acres. The existing alignment for I-205 has been incorporated into the subdivision plats for the acreage. Clark County has adjusted their Comprehensive Street Plan to fit the proposed I-205 alignment in this area.

2. A location about 3000 feet east of the selected alternate would have crossed a small private lake located north of the Old Evergreen Highway which would need to be bridged at added cost, in order to preserve the water supply for the Game Department fish hatchery. The added cost was not considered to be justifiable. Also, groundwater problems were anticipated on this alignment in the vicinity of the State Route 14 interchange and corrections for this situation might adversely affect the water supply to this lake.

NOTED
TOM EDWARDS

3. The first two items discussed above constitute two reasons for not shifting the bridge approach easterly. Other reasons include adverse grades necessary on the bridge at an easterly location and indirection of travel for the motoring public.

We are pleased to provide this information to you and trust that it will help to answer Mr. Bishoprick's questions.

Sincerely yours,

R. R. Bartelsmeyer
Deputy Administrator

RECEIVED
JAN 5 '61
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES GOVE MENT

# Memorandum

DEPARTMENT OF JUSTICE

RECEIVED
DEC 18 1970
FOR FILING

TO : Land and Natural Resources Division
Department of Justice
Washington, D. C. 20530
Attention: Irwin L. Schroeder

DATE: December 10, 1970

FROM : Sidney I. Lezak, United States Attorney
Jack G. Collins, First Assistant U. S. Attorney
P. O. Box 71, Portland, Oregon 97207

Our File:
9:IF
8591-C

SUBJECT: Citizens Committee for the Columbia River, et al. v. Stanley S. Resor, etc., et al., Civil No. 69-498, USDC Oregon
[Department Reference: DRW:ILS 90-1-4-195]

Trial of the above action upon segregated issues was had before the Honorable Gus J. Solomon on December 9, 1970, at Portland, Oregon. At commencement the court signed the pretrial order and supplementary pretrial order previously lodged. You may wish to conform your copies.

Plaintiffs' case consisted of the admission provisionally by the court of plaintiffs' exhibits and the testimony of Dr. Neece in rebuttal. The Government's case consisted of the admission provisionally of all exhibits of the Government listed in the pretrial order, including the affidavits of Messrs. DeSista and Harshberger. Plaintiffs did not desire to cross-examine either witness. The case of The Port of Portland consisted of the provisional admission of all of its exhibits, including the recent affidavits of Messrs. Baldwin and Heineman, as well as that of the Port's expert and marine engineer, Ogden Beeman. Mr. Beeman testified at length regarding the nature of the work to be done pursuant to the permit. It was apparent that plaintiffs did not appreciate that the new flood control levee to be built by the Port is as shown on Government Exhibit 14 and is substantially removed from the bank of the fill. Plaintiffs apparently had thought that the flood control levee was to be built on the edge of the embankment constituting the edge of the fill. This is not so. Mr. Beeman pointed out that the point at which the fill joins the river will be a sloping, sandy beach and embankment used in part for recreation purposes. The flood control levee will be upwards of 1,000 feet inland, near the proposed runway. We were not impressed with the testimony of Dr. Neece.

The court took the matter under advisement and advised that at some point between 30 and 60 days the court would advise counsel in the event that any further briefs or other information are desired. We expect a decision during the month of February 1971.

We enjoyed having Mr. Irwin Schroeder with us for this trial.

RECEIVED
DEC 15 1970
OREGON DIVISION

NOTED
F. B. KLABOE

We are enclosing the following material:

1. Copy of Plaintiffs' Reply Brief.

2. Copy of Stipulation filed November 30, 1970, concerning the proposed request of The Port of Portland for extension of the permit of August 5, 1969.

Encls.

cc (see page 3)

RECEIVED
DEC 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

8905

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NOV 13 1970

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 9, 1970

bc: FHWA
R. L. Porter
Tom Edwards
F. B. Klaboe
D. H. Moehring
R. L. Schroeder
L. C. Grothaus

Port of Portland
Box 3529
Portland, Oregon 97208

Attention: Mr. J. R. Stiller, Coordinator

Re: Right-of-Way Agreement
Portland Int'l Airport - I-205

Dear Mr. Stiller:

Pursuant to our telephonic discussion this date regarding subject agreement, please incorporate into paragraph 5b of the General Provisions of subject agreement the words "on a pro-rata formula of the actual area acquired by each party". The said insert should appear immediately following the word "parcel" on page 3, in line 3 of paragraph 5b.

We trust the foregoing is satisfactory.

Very truly yours,

R. L. Porter
State Highway Engineer

By D. N. Harwell
D. N. Harwell
Coordinating Engineer
County and City Section

DNH:ljt

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NOV 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

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bc: FHWA w/advance copy
R. L. Porter
Tom Edwards
F. B. Klaboe
D. H. Moehring (att.)
R. L. Schroeder (att.)
L. C. Grothaus (att.)

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 30, 1970

Port of Portland
Box 3529
Portland, Oregon 97208

Attention Mr. J. R. Stiller, Coordinator

Right-of-Way Agreement
Portland Int'l Airport--I-205

Dear Mr. Stiller:

Reference is made to your letter of October 28, 1970 and the revised agreement attached thereto pertaining to the subject matter.

The revised agreement (October 28) has been reviewed and the revisions of GENERAL PROVISIONS, paragraphs 3, 4, 5g, and 7, as made by the Port, appear to be in order and do not change or alter the intent.

Please prepare the final documents, based on the 10/28 revision, and submit same to your Commission, and if approved forward three executed copies to this office prior to November 13 for Highway Commission consideration on November 24. A fully executed copy will then be returned to you for your files.

We trust the foregoing is agreeable and appreciate your efforts in bringing this matter closer to reality.

Very truly yours,

R. L. Porter
State Highway Engineer

By

D. N. Harwell
Coordinating Engineer
County and City Section

DNH:mm

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STATE HIGHWAY ENGINEER

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FOR FILING

OCT 28 1970

EV-20
I-205
Oregon

Honorable Wendell Wyatt
House of Representatives
Washington, D. C. 20515

Dear Mr. Wyatt:

This is in further response to your communication of September 21 in behalf of your constituent, Mr. Stanley Bishoprick, regarding the diagonal bridge crossing of the Columbia River for Interstate Route 205. We made an interim reply to you on September 24.

It is true that the original bridge location across the Columbia River was shorter and less costly than the presently adopted location. However, the runway clearance requirements to accommodate the expansion plans of the Portland International Airport made it necessary to shift the Oregon bridge approach to the east. It was not feasible to also shift the Washington bridge approach easterly because of the increased travel distance involved, the steeper bridge grade required, the adverse effect on a fish hatchery, and the imminent land development on the Washington side of the Columbia River.

After an extended study and evaluation of the many factors bearing on the location of the I-205 bridge location, the diagonal bridge location was adopted for further design, subject to the continued coordination of the plans with the various agencies involved.

We appreciate the opportunity to furnish information on this important highway matter.

NOTED
A. E. JOHNSON

Sincerely yours,

R. H. Fortenberry
Deputy Administrator

Enclosure:
Transmitted Correspondence

NOTED
TOM EDWARDS

RECEIVED
NOV 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

*Stanley Bishopirick*
*2000 S. W. Fifth Avenue*
*Portland, Oregon 97201*

September 14, 1970

The Honorable Wendell Wyatt
House of Representatives
Washington, D. C. 20515

Dear Wendell:

Enclosed are copies of maps of Interstate Highway #1-205's crossing of the Columbia River. One hears everywhere about economizing, about high taxes, and unnecessary government expenses. Yet even the crudest examination of the diagonal bridge route over the Columbia River by a rank amatuer shows that the diagonal river crossing is half again longer than the direct route. This amounts to a considerable extra expense to the taxpayer.

I have talked to the engineering firm (the name can be supplied) that has been employed in some capacity by both states on the survey. They have unofficially advised against the present indicated route. The local State of Washington highway people have also said, unofficially, that the present routing is a mistake, but have been advised that "the route is fixed and no change can be made at this late date" - even though acquisition of right-of-way has not been made.

It is gossiped about that there is a little argument between the State of Washington and the State of Oregon over the routing of Highway #85. Washington says they will move the 1-205 Washington bridge approach, if Oregon will move the U. S. #85 approach. In the meantime, the taxpayers get caught in the middle by the inability of the two states to agree and savé the taxpayers' money.

It seems too bad to think that the route is so fixed - even before construction has begun - that no change can be made to correct the situation, that the following points are to be disregarded:

1. The savings in time and expense of a considerably shorter bridge.

2. The advice of an engineering firm who has examined the route.

3. The thoughts of the local highway engineers, who unofficially say it is a mistake.

4. Its hazardous proximity to the Portland Airport.

True, I have an axe to grind in getting this crossing changed to a direct route, but I am also a taxpayer and feel that there are many worthwhile projects which could benefit by the savings. The bureaucrats in various government offices should be a lot more communicative and let the public (elected) officials know just what changes are taking place and what they amount to in dollars and cents for taxpayers.

Nothing is too late to change that hasn't been started.

Please advise your thoughts.

Sincerely yours,

Stanley Bishoprick

Stanley Bishoprick

SB:ph

ORIGINALLY PROPOSED
I-205 ALIGNMENT

M B I A  R I V E R

EL. 25.0

500'

GLIDE SLOPE

HIGH POINT EL. 42.0

8° 30' 00" E TRUE

27R

50:1 CLEAR ZONE

ALS

FUTURE LOCALIZER

MIDDLE MARKER

1000' x 2500' x 1750'

RGO & LINE MAINTENANCE FACILITIES

XIWAY EL. 3[illegible].0

AD EL. 18.0

120'

1117.5'

AIRPORT

RELATED

300'

400'

MARKET

KITCHEN

M M E R C I A L

D E V E L O P M E N T

C A R G O

50:1 CLEAR ZONE

HIGH POINT EL. 24.0

HIGH POINT EL. 29.3

LOCALIZER

27C

2000' EXTENSION

FUTURE GLIDE SLOPE

FUTURE LOCALIZER

FUTURE ALS

EL. 15.0

96TH AVE

SARATOGA

FUTURE MIDDLE MARKER

75.0'

PROPOSED
UMENT

R

RELOCA

50:1 CLEAR ZONE

GLIDE SLORE

HIGH POINT EL. 42.0

27' R

ALS

FUTURE
LOCALIZER

MIDDLE
MARKER

1000' x 2500' x 1750'

ANCE FACILITIES

BENCH EL.

120'
1117.5'

LATED

400'
300'

E L OPMENT

120'
1117.5'

INTERCHAAGE

O

ZONE

H POINT
EL. 29.3
LIZER
27' C

FUTURE
LOCALIZER
FUTURE ALS

EL. 150

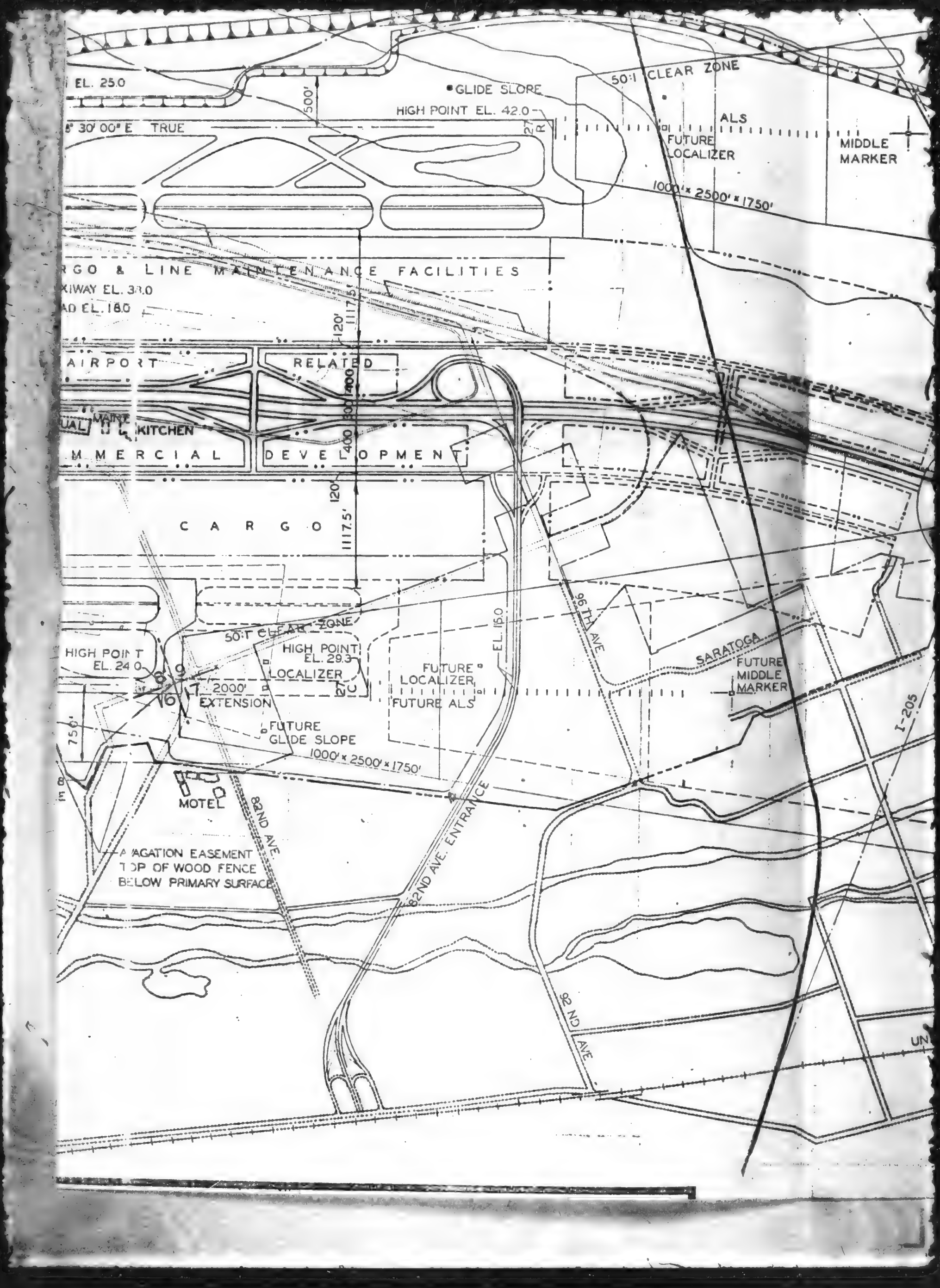
96TH AVE

SARATOGA

FUTURE
MIDDLE
MARKER

I-205

RE
SLOPE
1000' x 2500


EL. 25.0
GLIDE SLOPE
HIGH POINT EL. 42.0
50:1 CLEAR ZONE
ALS
FUTURE LOCALIZER
MIDDLE MARKER
1000' x 2500' x 1750'
500'
27R
RGO & LINE MAINTENANCE FACILITIES
XIWAY EL. 33.0
AD EL. 18.0
120'
1117.5'
AIRPORT
RELATED
400'
300'
400'
UAL
MAINT.
KITCHEN
MMERCIAL
DEVELOPMENT
120'
1117.5'
CARGO
50:1 CLEAR ZONE
HIGH POINT EL. 24.0
HIGH POINT EL. 29.3
LOCALIZER
2000' EXTENSION
FUTURE LOCALIZER
FUTURE ALS
EL. 115.0
96TH AVE
SARATOGA
FUTURE MIDDLE MARKER
I-205
FUTURE GLIDE SLOPE
1000' x 2500' x 1750'
75.0'
MOTEL
82ND AVE.
82ND AVE. ENTRANCE
AVIGATION EASEMENT
TOP OF WOOD FENCE
BELOW PRIMARY SURFACE
92 ND AVE

GLIDE SLOPE
HIGH POINT EL. 42.0
50:1 CLEAR ZONE
ALS
FUTURE LOCALIZER
MIDDLE MARKER
1000' x 2500' x 1750'
RELOCA
BENCH EL.
INTERCHAA GE
96TH AVE
SARATOGA
FUTURE MIDDLE MARKER
EL. 150
FUTURE LOCALIZER
FUTURE ALS
2500' x 1750'
82ND AVE. ENTRANCE
92 ND AVE
UNION PACIFIC RAILROAD
I-205

8915

LEE JOHNSON
ATTORNEY GENERAL
OCT 26 1970
DIARMUID F. O'SCANNLAIN
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
507 State Highway Building
SALEM, OREGON 97310
TELEPHONE: (503) 364-2171

October 22, 1970

TRIAL DIVISION

THOMAS D. O'DELL
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ASSISTANT CHIEF TRIAL COUNSEL

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EARL H. PRESTON
GEORGE E. ROHDE
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

2nd Copy

Mr. R. L. Porter
State Highway Engineer
138 State Highway Building
Salem, Oregon

Re: Sierra Club v. Corps of Engineers, Volpe
Port of Portland

Dear Mr. Porter:

When Frank McKinney returned from WASHO he informed me there had been an opinion in the Ninth Circuit Court of Appeals in San Francisco which held that the Sierra Club, a California corporation, was not a proper party plaintiff in an action against Walter F. Hickel, Secretary of the Interior. This case, of course, would be just opposite a U. S. Circuit Court case in New York which held the Sierra Club to be a proper party plaintiff.

I was able to find and review a copy of the Advance Sheet on the Ninth Circuit Court decision and the distinction between the two cases is quite obvious. The New York case involved the construction of a dike in the Hudson River, consisting of 9,500,000 cubic yards of fill, for the Hudson River Expressway. The Ninth Circuit Court opinion which held the Sierra Club not a proper party plaintiff involved a decision of the Secretary of Interior as to whether or not the Forest Service could proceed with a lease to a commercial enterprise to construct a Disney Land type of attraction in the Sequoia National Forest.

The law under which Secretary Hickel made his decision is, of course, completely different than Title 33, USC, which requires a permit from the Corps of Engineers, and in certain conditions the direct consent of Congress, to construct dikes, fills or make other construction in navigable waters of the United States.

Frank and I thought you should be informed on this in the

NOTED
R. L. PORTER

event someone is hopeful that the California decision will, in and of itself, terminate the Portland Airport case.

Yours very truly,

LEE JOHNSON
Attorney General

L. I. Lindas
Assistant Attorney General
and Counsel for Highway

LIL:ks

cc: Frank C. McKinney

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OCT 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Decision U.S. Dist. Court - S.D. N.Y. -
See CCA. Affirming Decision - 425-2d-97



under consideration except Armendariz was a law student and plaintiff is engaged in the study of German. In that case the Court held the plaintiff was entitled to a I-S classification and granted the injunctive relief sought in the complaint. 295 F.Supp. 1351 (W.D.Texas, 1969)

The case of Carey v. Local Board No. 2, Hartford, Conn., D.C., 297 F.Supp. 252 involved a second year law student at Yale who petitioned for an I-S classification. Plaintiff claimed that he was entitled under Section 6(i) (2) to a I-S classification. The Court held that plaintiff did not fall within any of the exceptions to the Act and was entitled to a I-S deferment. In oral argument yesterday, counsel for plaintiff stated in substance that the decision in the *Carey* case had been affirmed by the Second Circuit but he had not been able to secure a copy of the opinion.

Contrary to the view of this Court and the holdings in the foregoing cases is the case of Rich v. Hershey, 408 F.2d 944 (C.A.10, April 1, 1969). The question involved was whether Rich, a full time graduate law student at the University of Denver had a statutory absolute right to a I-S deferment under Section 6(i) (2). The Court held that he had been deferred under Section 6(i) (2) by being placed in II-S for 1967–68 pursuant to the last sentence of 6 (i) (2) and under Memorandum 87; and the Court, therefore, found that plaintiff was in a class excepted from 6(i) (2) deferments. Hence, plaintiff did not have an absolute right to a I-S deferment, and since the Board acted within its discretionary powers, the Court is barred from granting relief under 10(b) (3).

In summary, the Court holds that plaintiff (a) is entitled to a I-S classification so as to permit him to finish his school year which will end in March, 1970 and (b) he is also entitled to an injunction against the defendants, enjoining them from inducting him into the Armed Forces on July 31, 1969.

CITIZENS COMMITTEE FOR THE HUDSON VALLEY and Sierra Club, Plaintiffs,

v.

John VOLPE, Individually and as Secretary of Transportation of the United States, Walter F. Hickel, Individually and as Secretary of the Interior of the United States, Stanley S. Resor, Individually and as Secretary of the Army of the United States, and William F. Cassidy, Individually and as Chief of Engineers, Corps of Engineers of the U. S. Army, Defendants.

CITIZENS COMMITTEE FOR THE HUDSON VALLEY and Sierra Club, Plaintiffs,

v.

J. Burch McMORRAN, Individually and as Commissioner of the Department of Transportation of the State of New York, Defendant.

VILLAGE OF TARRYTOWN, NEW YORK, Plaintiffs,

v.

John VOLPE, Individually and as Secretary of Transportation of the United States, Walter F. Hickel, Individually and as Secretary of the Interior of the United States, Stanley S. Resor, Individually and as Secretary of the Army of the United States, and William F. Cassidy, Individually and as Chief of Engineers, Corps of Engineers of the U. S. Army, Defendants.

VILLAGE OF TARRYTOWN, NEW YORK, Plaintiffs,

v.

J. Burch McMORRAN, Individually and as Commissioner of the Department of Transportation of the State of New York, Defendant.

Nos. 69 Civ. 295, 305, 354 and 418.

United States District Court
S. D. New York.

July 11, 1969.

Actions, consolidated for trial, challenging the construction of proposed Hudson River Expressway on a variety of grounds. The District Court, Thomas

NOTED
R. L. PORTER

F. Murphy, J., held, inter alia, that where both in permit issued by United States Corps of Engineers permitting fill operation which would extend at its widest point 1,300 feet in Hudson River for purpose of construction of Hudson River Expressway, and in New York state plans accompanying the permit there were numerous references to "dikes", and in plans in connection with securing of bids three types of dikes were specifically illustrated and described, Corps of Engineers exceeded its authority in issuing the permit in view of statute requiring consent of Congress to building of such structures, and that the plaintiffs, who were an unincorporated association of citizens who resided in the area of proposed Expressway, and a nonprofit conservationist corporation were "aggrieved parties" with standing to challenge the construction of the Expressway.

Order in accordance with opinion.

1. Highways ⇐99
Navigable Waters ⇐20(2), 38

The construction of a bridge over or in navigable waterways requires approval of Corps of Engineers acting under the Secretary of the Army and Secretary of Transportation; the construction of a dike requires consent of Congress and Corps of Engineers when authorized by Secretary of the Army; and construction of a causeway requires consent of Congress and approval of Secretary of Transportation. Rivers and Harbors Appropriation Act of 1899, § 9, 33 U.S.C.A. § 401; General Bridge Act of 1946, § 502 et seq., 33 U.S.C.A. § 525 et seq.; Department of Transportation Act, §§ 2 et seq., 6, 6(g), 49 U.S.C.A. §§ 1651 et seq., 1655, 1655(g).

2. Injunction ⇐138

Denial of plaintiffs' motion for preliminary injunction preventing the beginning of Hudson River Expressway construction, which motion was grounded on contention that United States Corps of Engineers exceeded its authority in issuing permit without prior approval of Congress and/or federal Department of Transportation, did not affect court's final determination of the issues. Rivers and Harbors Appropriation Act of 1899, §§ 9, 10, 33 U.S.C.A. §§ 401, 403.

3. Navigable Waters ⇐38

Where both in permit issued by United States Corps of Engineers permitting fill operation which would extend at its widest point 1,300 feet into Hudson River for purpose of construction of Hudson River Expressway, and in New York state plans accompanying the permit there were numerous references to "dikes", and in plans in connection with securing of bids three types of dikes were specifically described, Corps of Engineers exceeded its authority in issuing the permit in view of statute requiring consent of Congress to building of such structures. Rivers and Harbors Appropriation Act of 1899, § 9, 33 U.S.C.A. § 401.

See publication Words and Phrases for other judicial constructions and definitions.

4. Navigable Waters ⇐38

In absence of any legislative or judicial authority to support theory that Congress in using the term "dike" in statute prohibiting the construction of any "dike" over or in any navigable river without consent of Congress meant a structure that would be within definition in Chambers Technical Dictionary describing a dike as a "wall or embankment of timber, stone, concrete," etc., "built as a training works for a river," court would apply the ordinary meaning to the term "dike" defined as a bank, as of earth, thrown up to form a barrier, line of demarcation or the like; an embankment for controlling or holding back the waters of the sea or a river. Rivers and Harbors Appropriation Act of 1899, § 9, 33 U.S.C.A. § 401.

5. Statutes ⇐181(1)

Statutes are to be construed by attributing their ordinary meaning to language used.

6. Highways ⇐99, 99½
Navigable Waters ⇐20(2), 38

In addition to consent of Congress being required for permitting fill operation which would extend at its widest point 1,300 feet into the Hudson River for purpose of construction of Hudson River Expressway because of presence of dikes, approval of Secretary of Transportation of the United States was also required since causeways were also involved in construction of the project; a "causeway" in its ordinary meaning connotes a raised road across water or marshy land with the water or marshy land on both sides of the road. Rivers and Harbors Appropriation Act of 1899, § 9, 33 U.S.C.A. § 401; Department of Transportation Act, § 2 et seq., 49 U.S.C.A. § 1651 et seq.

See publication Words and Phrases for other judicial constructions and definitions.

7. Navigable Waters ⇐38

While the causeway was not per se part of fill project in connection with construction of Hudson River Expressway which the Corps of Engineers' permit authorized, the Corps still had the obligation to consider it and recognize its reality before issuing the permit for the fill. Rivers and Harbors Appropriation Act of 1899, § 9, 33 U.S.C.A. § 401.

8. United States ⇐33

One of main purposes of Department of Transportation Act was the conservation of the country's natural resources. Department of Transportation Act, § 2 (b) (2), 49 U.S.C.A. § 1651(b) (2).

9. Navigable Waters ⇐38

In view of congressional intent encompassed in Department of Transportation Act, the Corps of Engineers exceeded its authority in ignoring the presence of the causeway when it issued permit for operation of fill which would extend at its widest point 1,300 feet into Hudson River in construction of Hudson River Expressway without prior approval of the Secretary of Transportation. Department of Transportation Act, § 2(b) (2), 49 U.S.C.A. § 1651(b) (2); Rivers and Harbors Appropriation Act of 1899, § 9, 33 U.S.C.A. § 401; 5 U.S.C.A. § 706 (2) (C).

10. Navigable Waters ⇐38

The Administrative Procedure Act justified district court's jurisdiction of actions challenging construction of proposed Hudson River Expressway under permit issued by the United States Corps of Army Engineers for fill operation in Hudson River. Department of Transportation Act, § 2(b) (2), 49 U.S.C.A. § 1651(b) (2); Rivers and Harbors Appropriation Act of 1899, § 9, 33 U.S.C.A. § 401; 5 U.S.C.A. § 701 et seq.

11. Courts ⇐282.2(14), 327

Where Army Corps of Engineers issued permit for fill in Hudson River for proposed construction by state of Hudson River Expressway, and village challenged such construction on grounds that village would lose tax revenues in excess of $10,000 by state's condemnation of taxable property in village, and that such construction would interfere with existing urban renewal project in village, district court had jurisdiction of village's action under the federal question statute. 28 U.S.C.A. § 1331(a).

12. Federal Civil Procedure ⇐111

If statutes involved in controversy are concerned with protection of natural, historic, and scenic resources, then a congressional intent exists to give standing to groups interested in these factors and who allege that these factors are not being properly considered by the agency.

13. Federal Civil Procedure ⇐115

An unincorporated association of citizens who resided in area of proposed Hudson River Expressway, and a nonprofit conservationist corporation were "aggrieved parties" and hence had requisite standing to maintain actions challenging construction of proposed Expressway on a variety of grounds. 5 U.S.C.A. § 701 et seq.

See publication Words and Phrases for other judicial constructions and definitions.

14. Constitutional Law ⇐82
Highways ⇐97¾

The New York statute authorizing construction of Hudson River Expressway is not invalid as an unconstitutional delegation of legislative power to Commissioner of Transportation in that it prescribed no standards to be followed in determining, inter alia, the exact route, width or nature of the Expressway, since the Commissioner is not operating solely under such statute; rather, he is bound by many regulatory provisions contained in the entire highway law of New York. Highway Law N.Y. §§ 10, 11, 38, 340–c, 840–d; U.S.C.A.Const. Amends. 5, 14.

15. Constitutional Law ⇐231
Eminent Domain ⇐167(2)

The failure under New York Highway Law to give prior notice of exercise of power of eminent domain for purpose of constructing Hudson River Expressway is not violative of due process where procedure prescribed in the Highway Law meets requirements of due process. Highway Law N.Y. §§ 10, 11, 38, 340–c, 340–d; U.S.C.A.Const. Amends. 5, 14.

16. Constitutional Law ⇐253

A lump sum appropriation by New York Legislature for construction of Hudson River Expressway did not violate the Fifth and Fourteenth Amendments rights of unincorporated association of citizens who resided in area of proposed Expressway and of a nonprofit conservationist corporation who were challenging the construction of the Expressway on a variety of grounds. Const.N.Y. art. 7, §§ 1–4; U.S.C.A.Const. Amends. 5, 14.

---

Winer, Neuburger & Sive, New York City, for plaintiffs (David Sive and Alfred Forsyth, New York City, of counsel).

Robert M. Morgenthau, U. S. Atty. for the Southern District of New York, for federal defendants (Peter R. DeFilippi and H. Thomas Coghill, New York City, of counsel).

Louis Lefkowitz, Atty. Gen. of the State of New York, for defendant McMorran (Mark I. Walsh and Joel Sachs, New York City, of counsel).

THOMAS F. MURPHY, District Judge.

These four actions, consolidated for trial, challenge the construction of the proposed Hudson River Expressway on a variety of grounds.

The Citizens Committee for the Hudson River Valley is an unincorporated association of citizens who reside in the area of the proposed Expressway. The Sierra Club is a non-profit conservationist corporation organized in California with various chapters throughout the United States. Tarrytown is an incorporated village of New York State, and one of the communities through which the Expressway will pass.

The federal defendants are public officials charged with certain statutory duties related to the issues involved and the defendant, J. Burch McMorran, is the Commissioner of the Department of Transportation of the State of New York, the builder of the proposed Expressway.

The Expressway, as proposed by the New York State Department of Transportation, is planned to be a six lane arterial highway which will accommodate both passenger and commercial traffic. As conceived it will extend approximately nine miles along the east shore of the Hudson River from the Tappan Zee Bridge at Tarrytown north to Crotonville, New York. Approximately 22,000 feet of the road will rest on 9,500,000 cubic yards of fill which will extend at its widest point 1300 feet into the river. No part of the project will involve the expenditure of federal funds.

On February 21, 1968, the State Department of Transportation, pursuant to 33 U.S.C. § 403 (Rivers and Harbors Act of 1899), applied to the Corps of Engineers for a permit authorizing the fill operation which would take approximately two years to complete. When the permit

was authorized by the Secretary of the Army and issued by the Corps on January 27, 1969, the plaintiffs sought a preliminary injunction restraining its delivery. This relief was denied, Citizens Committee for Hudson Valley v. Volpe, 297 F.Supp. 804 (S.D.N.Y.1969), and the Court of Appeals affirmed, (2d Cir. 1969) [1] but ordered an immediate trial on the merits.

The plaintiffs' major claim is that since the Expressway project involves *dikes, causeways and bridges* to be built over or in a navigable waterway of the United States, the Corps exceeded its statutory authority in issuing the permit without the prior approval of Congress and/or the federal Department of Transportation, as required by 33 U.S.C. § 401 of the same Rivers and Harbors Act of 1899.

Section 403, under which the Corps issued the permit provides:

> "The creation of any obstruction not affirmatively authorized by Congress, to the navigable capacity of any of the waters of the United States is prohibited * * * and it shall not be lawful to excavate or fill [in a navigable waterway of the United States] * * unless the work has been recommended by the Chief of Engineers and authorized by the Secretary of the Army prior to beginning the same." 33 U.S.C. § 403 (1899).

Section 401, claimed by the plaintiffs to be applicable, provides:

> "It shall not be lawful to construct or commence the construction of any bridge, dam, dike, or causeway over or in any port, roadstead, haven, harbor, canal, navigable river * * * of the United States until the consent of Congress to the building of such structures shall have been obtained and until the plans for the same shall have been submitted to and approved by the Chief of Engineers and by the Secretary of the Army * * *." 33 U.S.C. § 401 (1899).

The needed approval of the Secretary of Transportation of the United States becomes a factor in the case as a result of the evolution of section 401. By two subsequent statutes "bridges" were removed from the specific consent of Congress requirement. In 1946 Congress enacted the General Bridge Act, 33 U.S.C. § 525 et seq. Section 525 of this Act grants the consent of Congress for the construction of any bridge over navigable waters if the bridge is approved by the Chief of Engineers and the Secretary of the Army. However, Congress still reserved its jurisdiction over dikes and causeways referred to in section 401 of Title 33. In 1966 Congress enacted the Department of Transportation Act, 49 U.S.C. § 1651 et seq. Section 1655 of that Act transferred certain powers and duties of other federal departments to the Secretary of Transportation. Subsection (g) of that section transferred jurisdiction over bridges and causeways in navigable waters of the United States from the Secretary of the Army to the Secretary of Transportation.

[1] Consequently, the construction of a bridge over or in navigable waterways now requires approval of the Corps of Engineers acting under the Secretary of the Army and the Secretary of Transportation; the construction of a dike requires the consent of Congress and the Corps of Engineers when authorized by the Secretary of the Army; the construction of a causeway requires the consent of Congress and the approval of the Secretary of Transportation.

Since the Corps of Engineers as authorized by the Secretary of the Army issued the permit without the consent of Congress or the Secretary of Transportation, it exceeded its statutory authority

1. In Citizens Committee for Hudson Valley v. Volpe, 297 F.Supp. 809, which granted New York State's motion to dismiss the actions against it on the ground of sovereign immunity, the plaintiffs' claims against McMorran were restricted to whether "[s]ection 340-c of the New York Highway Law is unconstitutional in that it violates the Fourteenth Amendment and [is the construction of] the Expressway * * * a violation of their Fifth Amendment rights." 297 F.Supp. at 814.

if there is a bridge, dike, or causeway involved in the permitted project. We come, therefore, to what is the most crucial issue in the case.

It is undisputed that the Hudson River is a navigable waterway of the United States, and that in both the permit issued by the Corps, and the New York State plans accompanying the permit there are numerous references to "dikes." Page 1 of the Permit states: "you are hereby authorized by the Secretary of the Army to dredge and place fill protected by stone slope protection and to construct piers and bulkheads with floats and mooring piles; the dredged material to be suitably *retained by dikes* to prevent its return into the waterway * * *." (Emphasis added.) In the State plans or drawings attached to the permit there are four references to stone and/or rock dikes.

In the plans prepared by the State in connection with the securing of bids, three types of dikes are specifically illustrated and described. The main type, the rock dike, will run along the entire length of the western side of the fill in order to prevent the fill from returning to the river.

[2] The defendants, while accusing the plaintiffs of arguing semantics, postulate that what is called a dike (by the various engineers who prepared the plans for the State Department of Transportation and the Corps of Engineers) is not really a dike since a real dike has a different purpose from their dikes. They also argue, assuming dikes are involved, that section 401 is still not applicable since their dikes would not substantially affect navigation. The court in denying the preliminary injunction agreed with this latter argument reasoning that the plaintiffs would probably not succeed on the merits because the Expressway would not substantially interfere with navigation and because the federal Department of Transportation interposed no objection.[2] The Court of Appeals in affirming the denial of the temporary injunction did not pass on this issue.

The defendants urge that Congress, in using the term "dike" in 1899, meant a structure that would be within the definition set forth in Chambers Technical Dictionary, p. 273 (3d Rev. ed. with Supp. 1958), which was originally published in 1940, i. e., "a wall or embankment of timber, stone, concrete, fascines, or other material, built as a training works for a river so as rigidly to confine flow within definite limits over the length treated." From this definition they conclude that a real dike must substantially affect navigation since it confines river flow, and since the dikes in their plans do not substantially affect navigation they are not dikes as Congress used the term.

The plaintiffs submit that Congress, in prohibiting "any dike" reserved for itself the determination of the effect of the dike on navigation and any other matter deemed of consequence. Therefore, they argue, that once a dike, any dike, is to be constructed in navigable water of the United States it is Congress, and not the courts, who will consider its effects on navigation in determining whether to approve the structure or no.

What is posed, therefore, is are there dikes involved in this project and what did Congress mean when it legislated, "it shall not be lawful to construct or commence the construction of *any bridge, dam, dike or causeway* over or in any * * * navigable river * * * until the consent of Congress to the building of such structure shall have been obtained * * *."

[3] We hold, based on the evidence presented at trial, that "dikes," characterized as such by the defendants, are to be constructed along the western side of the fill and that Congress when it said "any dike" over or in any navigable river meant exactly that. Therefore, the Corps

2. The denial of the plaintiffs' motion for a preliminary injunction does not affect our final determination of the issues. Harvey Aluminum, Inc. v. American Cyanamid Co., 15 F.R.D. 14 (S.D.N.Y. 1953); 7 J. Moore, Federal Practice § 65.21 (2d ed. 1953).

of Engineers exceeded its statutory authority in issuing the permit which enables the State to commence advertising for bids.

[4, 5] In the absence of any legislative or judicial authority to support the defendants' theory of statutory interpretation we apply the ordinary meaning to the term "any dike." Dike is defined as "[a] bank, as of earth, thrown up to form a barrier, line of demarcation or the like * * *." Webster's New International Dictionary, 2d Ed., p. 730 (1954); "An embankment for controlling or holding back the waters of the sea or a river." Random House Dictionary of the English Language, p. 403 (1967). "Statutes are to be construed by attributing its ordinary meaning to the language used." United States v. Peller, 170 F.2d 1006, 1007 (2d Cir. 1948). Consequently, we hold that if Congress meant to confine its jurisdiction to only those dikes that substantially affect navigation, it would have said so. Since proposed dikes are involved and will be "over or in" a navigable river of the United States, we leave to Congress, when it decides if it will approve the project, the consideration of the effect of the dikes on navigation.

Even if this interpretation is incorrect we find that the proposed rock dikes come within the definition proposed by the defendants, i. e., the rock dike will control the flow of the river insofar as it will prevent the river from eroding the fill and returning to the natural shore line. It will also, according to a government expert, increase the force of the ebb tide by 10 percent.

[6] In addition to the consent of Congress being required because of the presence of dikes, we hold that approval of the Secretary of Transportation of the United States is required since causeways are also involved in the construction of the project.

The plaintiffs claim that the entire fill area of the project will be a causeway since it will be support for a raised road over water. We disagree and accept the defendants' definition of a causeway, i. e., its ordinary meaning connotes a raised road across water or marshy land with the water or marshy land on both sides of the road. Since the fill will be bounded by water on only one side (the west), it, in itself, is not a causeway.

However, the proof at trial clearly shows a causeway supporting the road where it leaves the natural shore line south of the Tappan Zee Bridge until the road reaches the southernmost point of the fill. On the map, opposite page 14 of the booklet "The Hudson River Expressway and the Hudson River Expressway Park," which was published by the State Department of Transportation, the southern lane of the Expressway at this point is clearly out in the river with water on both sides. The detailed model of the project, which was introduced into evidence by the State, also shows this portion of the Expressway to clearly be a causeway within the definition urged by the defendants.

[7] While this causeway is not per se part of the fill project which the Corps of Engineers' permit authorized, we hold that the Corps still had the obligation to consider it and recognize its reality before issuing the permit.

The Corps in considering the application of the State was not operating in a vacuum. It had before it detailed maps, drawings and plans of the entire project. It certainly knew the entire route of the six lane road. Before it issued the permit the Corps of Engineers held public hearings at which time a full description of the project and the route of the road was given. By not securing the approval of the United States Secretary of Transportation on the causeway it was in effect delaying the inevitable by requiring the State, after it had expended millions of dollars in filling the river with 9,500,000 cubic yards of fill, to then apply for the Secretary's approval of the causeway which is immediately south of the fill. By doing so the Corps effectively relinquished the jurisdiction of the federal Department of Transportation, and its discretion to deny the approval of the

future causeway, for how could the Secretary of Transportation deny the future request, if he were to be so inclined, after the enormous expense and work the State would have had already put into the project.

[8] Such a piecemeal approach to the exercise of federal agency jurisdiction would also frustrate one of the main purposes of the Department of Transportation Act, i. e., the conservation of the country's natural resources.[3] Before the Secretary of Transportation is to approve any project within his jurisdiction he has to determine, *inter alia*, the effects of the project on the natural resources of the area.[4] If this massive fill project is completed before his approval is sought, he will be presented with a *fait accompli*. There will not be any need for him to consider the effects on natural resources as the harm, if any, will be done.

[9] In view of this congressional intent encompassed in the Department of Transportation Act we hold that the Corps of Engineers exceeded its statutory authority in ignoring the presence of the causeway[5] when it issued the permit without prior approval of the Secretary of Transportation.[6]

[10] The defendants have consistently urged that this court has no jurisdiction over the subject matter of this dispute. Concededly there is no separate statutory authority which grants jurisdiction to the district courts to have a decision of the Secretary of the Army reviewed. Yet, we hold that the Administrative Procedure Act, 5 U.S.C. § 701 et seq., justifies this Court's jurisdiction.[7]

3. "It is hereby declared to be the national policy that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and water fowl refuges, and historic sites." 49 U.S.C. § 1651(b) (2) (1966).

4. "After August 23, 1968, the Secretary shall not approve any program or project which requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance as determined by the Federal, State, or local officials having jurisdiction thereof, or any land from an historic site of national, State, or local significance as so determined by such officials unless (1) there is no feasible and prudent alternative to the use of such land, and, (2) such program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use." 49 U.S.C. § 1653(f).

"The Hudson River Expressway and the Hudson River Expressway Park," published by the New York State Department of Transportation, states: "The setting within which these complementing projects are to be undertaken is characterized by striking natural beauty, important historical significance, and harmonious residential development" (at page 1).

5. Since the presence of causeways in the project necessitates the approval of the Secretary of Transportation, we have not deemed it necessary to determine if bridges are present.

6. Since the Corps of Engineers has exceeded its statutory authority within the meaning of 5 U.S.C. § 706(2) (C) (1966), we have not deemed it necessary to determine if the Corps was also arbitrary and capricious within the meaning of § 706(2) (A) of Title 5. See note 7, *infra*.

7. "A person suffering legal wrong because of agency action, or adversely affected or aggrieved by agency action within the meaning of a relevant statute, is entitled to judicial review thereof." 5 U.S.C. § 702.

"Agency action made reviewable by statute and final agency action for which there is no other adequate remedy in a court are subject to judicial review." 5 U.S.C. § 701.

"The reviewing court shall—

(1) compel agency action unlawfully withheld or unreasonably delayed; and

(2) hold unlawful and set aside agency action, findings, and conclusions found to be—

(A) arbitrary, capricious, an abuse of discretion, or otherwise not in accordance with law;

(B) contrary to constitutional right, power, privilege, or immunity;

(C) in excess of statutory jurisdiction, authority, or limitations, or short of statutory rights * * *." 5 U.S.C. § 706.

While there is an apparent conflict in this circuit, the Supreme Court has implemented what appears to be a presumption in favor of a finding of jurisdiction under the Administrative Procedure Act. In Abbott Laboratories v. Gardner, 387 U.S. 136, 87 S.Ct. 1507, 18 L.Ed.2d 681 (1967), it was held that the courts should restrict access to judicial review "only upon a showing of 'clear and convincing evidence' of a contrary legislative intent * * *." 387 U.S. at 141, 87 S.Ct. at 1511, citing Rusk v. Cort, 369 U.S. 367, 82 S.Ct. 787, 7 L.Ed.2d 809 (1962). See also, Powelton Civic Home Own. Ass'n v. HUD, 284 F.Supp. 809 (E.D.Pa.1968).

A 1966 decision in this circuit held that the Administrative Procedure Act constituted an affirmative grant of jurisdiction with respect to the review of federal administrative actions. Cappadora v. Celebrezze, 356 F.2d 1 (2d Cir. 1966). Judge McLean in Road Review League, Town of Bedford v. Boyd, 270 F.Supp. 650 (S.D.N.Y.1967), followed the reasoning of *Cappadora* and referred to the Administrative Procedure Act as a "jurisdictional statute." 270 F.Supp. at 659.

A second circuit case that appears to hold, and has later been construed to hold,[8] that the Administrative Procedure Act does not confer jurisdiction is Ove Gustavsson Contracting Co. v. Floete, 278 F.2d 912 (2d Cir.), cert. denied, 364 U.S. 894, 81 S.Ct. 225, 5 L.Ed.2d 188 (1960). The court held in that case that the suit, while termed one for judicial review, was in reality a contract action against the United States and properly belonged in the Court of Claims. It went on to say that the Administrative Procedure Act does not extend the jurisdiction of the federal courts to cases not otherwise within their competence. Even though the court stated that the Act does not grant jurisdiction, it never had to reach that determination since there was really no agency action to be reviewed.

Since the presumption in favor of jurisdiction has not been rebutted by a clear and convincing presentation of an opposite legislative intent, we hold that this court has the necessary jurisdiction to rule on the dispute under the Administrative Procedure Act.

[11] This court also has jurisdiction of the suit brought by the Village of Tarrytown under the federal question statute which provides:

> "The district courts shall have original jurisdiction of all civil actions wherein the matter in controversy exceeds the sum or value of $10,000 * * * and arises under the Constitution, laws, or treaties of the United States." 28 U.S.C. § 1331(a) (1958).

The Village's claim is that it will lose tax revenues by the State condemnation of taxable property in the Village. In Scenic Hudson Preservation Conf. v. FPC, 354 F.2d 608 (2d Cir. 1965), cert. denied, Consolidated Edison Co. of New York, Inc. v. Scenic Hudson Preservation Conf., 384 U.S. 941, 86 S.Ct. 1462, 16 L.Ed.2d 540 (1966), the same claim was the basis of one of the petitioners' standing to sue. See also, TVA v. Polk County, 68 F.Supp. 692 (E.D.Tenn.1945). Cf. Jacobs v. Tawes, 250 F.2d 611 (4th Cir. 1957); Denton v. City of Carrollton, 235 F.2d 481 (5th Cir. 1956).[9]

We also hold that all of the plaintiffs have standing necessary to maintain these actions. Under *Scenic Hudson, supra*, there is little doubt that the Village of Tarrytown has the necessary standing. There the court held, "The towns that are co-petitioners with Scenic Hudson have standing because the transmission lines * * * reduce tax revenues collected from privately held land, and significant-

8. National Maritime Union of America, AFL–CIO v. NLRB, 267 F.Supp. 117, 119 at n. 8 (S.D.N.Y.1967).

9. Since jurisdiction has been established under the Administrative Procedure Act and the Federal Question Statute, we do not determine if jurisdiction exists under the Mandamus Act (28 U.S.C. § 1361), the Commerce and Anti-Trust Statute (28 U.S.C. § 1337), or the Declaratory Judgment Act (28 U.S.C. § 2201).

ly interfere with long-range community planning." 354 F.2d at 616.

This is precisely what was proved by the Village in the instant case, namely, loss of tax revenues and interference with the Urban Renewal project already in progress in the Village. The proof offered by the Village of Tarrytown that it would lose over $10,000 in tax revenues contained some errors in computation. Nevertheless, this court is satisfied that the amount will at the very minimum exceed $10,000.

The standing problem becomes more acute with the Sierra Club and the Citizens Committee as they admittedly have no personal economic claim to assert. Rather they are "aggrieved" by the alleged destruction of the natural resources of the river. *Scenic Hudson*, *supra*, and its interpretation by *Road Review*, *supra*, create standing in this case if this court can find a "legislative intent" to create standing, absent a monetary claim, in the various statutes involved.

*Scenic Hudson* involved the Federal Power Act (16 U.S.C. § 791a et seq.). Section 313(b) of that Act (16 U.S.C. § 825*l*(b)) grants the right of judicial review to any party aggrieved by an order of the Federal Power Commission. The main petitioner was an unincorporated association consisting of a number of nonprofit conservationist organizations. Like the Sierra Club and the Citizens Committee in this case, they had no direct economic interest in the controversy. Yet, they were found to be "aggrieved parties" because the Federal Power Act was held to create a public interest in the scenic, historical, and recreational values of the area. The Court held:

> "In order to insure that the Federal Power Commission will adequately protect the public interest in the aesthetic, conservational, and recreational aspects of power development, those who by their activities and conduct have exhibited a special interest in such areas, must be held to be * * * aggrieved parties under § 313(b). We hold that the Federal Power Act gives petitioners a legal right to protect their special interests." 354 F.2d at 616.

The *Road Review* case involved a dispute under the Federal Highways Act (23 U.S.C. § 101 et seq.). Again, there was no economic loss on the part of the conservationist plaintiffs. Unlike the Federal Power Act, the Federal Highways Act contained no specific authorization for judicial review. Instead the plaintiffs relied on the Administrative Procedure Act. The court, following the reasoning of *Scenic Hudson*, cited sections of the Highways Act (23 U.S.C. §§ 134, 138) and 23 C.F.R. § 1.6(c), all to the effect that administrative decisions under the Act must consider local needs, parks, historic sites and natural resources. 270 F.Supp. at 660–661. The court stated that these provisions were "sufficient, under the principle of *Scenic Hudson*, to manifest a congressional intent that towns, local civic organizations, and conservation groups are to be considered 'aggrieved' by agency action which allegedly has disregarded their interests. I see no reason why the word 'aggrieved' should have a different meaning in the Administrative Procedure Act from the meaning given to it under the Federal Power Act." 270 F.Supp. at 661.

[12] The rule, therefore, is that if the statutes involved in the controversy are concerned with the protection of natural, historic, and scenic resources, then a congressional intent exists to give standing to groups interested in these factors and who allege that these factors are not being properly considered by the agency.[10]

10. After the plaintiffs had rested, the State moved unsuccessfully to dismiss since the plaintiffs had introduced no evidence to show their interest in the natural, historic, and scenic resources of the area and hence had failed to prove their standing. During the State's case this interest was proved through the testimony of members of the Citizens Committee and Sierra Club. We base our decision that

In the instant case the Department of Transportation Act manifests the same congressional concern.[11] One of the regulations under which the Corps of Engineers issued the permit, 33 C.F.R. § 209.330, calls for the consideration of the effects of the permit on fish, recreation, pollution, and natural resources as well as navigation.[12]

[13] Therefore, under the guidelines of *Scenic Hudson* and *Road Review* both the Sierra Club and the Citizens Committee have the requisite standing to maintain these actions.

[14] The remaining claim of the plaintiffs is that McMorran as a State official is proceeding under an unconstitutional statute, i. e., 340–c of the New York Highway Law, McKinney's Consol. Laws, c. 25, in violation of the Fifth and Fourteenth Amendments rights of the plaintiffs and, accordingly, should be enjoined. See note 1 *supra*.

The plaintiffs' brief characterizes the claim as follows: "Whether Article VII (New York State Constitution) has been violated is perhaps not a question before this court. The extent of the power granted to McMorran by the Expressway Law, § 30 of the Highway Law, and the legislature's lump sum budgets is of the essence of the constitutional claim."

—Section 340–c of New York's Highway Law (McKinney's 1965), which authorizes construction of the Expressway provides:

"State expressway routes are hereby set forth and generally described as follows * * *.

"Beginning at a point on interstate route 503 in the vicinity of Beacon or in the vicinity of Wiccopee, to be determined by the superintendent of public works, thence in a generally southerly direction to the vicinity of Ossining and thence continuing southerly, west of U.S. route nine, along or near the Hudson River to a connection or connections with existing highways, as determined by the superintendent of public works, in the vicinity of the structure on the Governor Thomas E. Dewey Thruway known as 'The Tappan Zee Bridge'."

The plaintiffs claim this statute is an unconstitutional delegation of legislative power to the Commissioner in that it prescribes no standards to be followed in determining, *inter alia*, the exact route, width or nature of the Expressway. We disagree. To require a State legislature to prescribe every detail of a proposed State road, would shortly put an end to road construction on a State level. In Ahoyian v. Massachusetts Turnpike Authority, 211 F.Supp. 668, 669 (D.Mass.), aff'd, 371 U.S. 186, 83 S.Ct. 265, 9 L.Ed. 2d 228 (1962), it was held that the delegation of the exact path of a highway was not unlawful. The "[l]egislature cannot 'constitutionally (be) required to appraise before hand the myriad situations to which it wishes a particular policy to be applied and to formulate specific rules for each situation. Necessity therefore fixes a point beyond which it is unreasonable and impracticable to compel (the Legislature) to prescribe detailed rules.'" City of Utica v. Water Pollution Control Board, 5 N.Y.2d 164, 169, 182 N.Y.S.2d 584, 588, 156 N.E.2d 301 (1959), citing American Power and Light Co. v. SEC, 329 U.S. 90, 67 S.Ct. 133, 91 L.Ed. 103.

Moreover, the Commissioner of Transportation, when implementing section

Plaintiffs Citizens Committee and Sierra Club have standing based on the evidence as a whole, including that introduced by the defendant New York State. Bates v. Miller, 2 Cir., 133 F.2d 645 (2 Cir.), cert. denied, Miller v. Bates, 320 U.S. 210, 63 S.Ct. 1446, 87 L.Ed. 1848 (1943); 9 Wigmore, Evidence § 2496 (3d ed. 1940).

11. See notes 3 and 4 *supra*.

12. Public Law 89–603, 80 Stat. 847 (1966) states that the Hudson River basin contains resources of "immense economic, natural, scenic, historic and recreational value to all the citizens of the United States * * *."

340-c of the Highway Law, is bound by the procedures and standards set forth by the New York State Legislature in section 340-d of the Highway Law. This latter section provides for, *inter alia*, the number and separation of lanes, access to the expressways and their maintenance. Sections 10 and 11 of the Highway Act mandate that the Commissioner make surveys, maps and plans in connection with the construction of roads. Before the Commissioner awards any construction contract, he must follow the procedures prescribed by the Legislature in section 38 of the Highway Law. In short, the Commissioner is not operating solely under section 340-c. Rather, he is bound by the many regulatory provisions contained in the entire Highway Law of New York.

[15] We also hold that failure to give prior notice of the exercise of the power of eminent domain is not violative of due process. United States v. Southerly Portion of Bodie Is., 114 F.Supp. 427, 430 (E.D.N.C.1953); United States v. Winn, 83 F.Supp. 172, 174 (W.D.S.C.1949). Section 30 of New York's Highway Law sets forth the condemnation procedures to be followed by the Commissioner. Condemnation maps are filed in the Office of the County Clerk of the county in which the property is located and in the Department of State. Upon filing with the County Clerk, title vests in the State. Notice is then personally served on the former property owner who may then commence suit in the Court of Claims. If a former property owner remains on the land after the taking, the Commissioner must commence an eviction proceeding on 60 days notice. These procedures clearly meet the requirements of due process. Bragg v. Weaver, 251 U.S. 57, 40 S.Ct. 62, 64 L.Ed. 135 (1919); Fifth Ave. Coach Lines, Inc. v. City of New York, 11 N.Y.2d 342, 229 N.Y.S.2d 400, 183 N.E.2d 684 (1962).

[16] Although plaintiffs' complaints against McMorran make no mention of the appropriations the New York State legislature has provided for the Department of Transportation, there was received in evidence plaintiffs' Exhibit 91 which sets forth the appropriations for the Department of Transportation and its predecessor, the Department of Public Works, for the last few years, including the 1969 appropriation of $371,500,000. No other evidence was introduced on this score and plaintiffs' motion to conform their pleadings to the proof was granted.

We will assume that Exhibit 91 contains the appropriation bill passed by the New York Legislature in 1969, and that the budget procedures set forth by Article VII, §§ 1-4 of New York State's Constitution were carried out, resulting is a lump sum appropriation for the Department of Transportation in the amount of $371,500,000 for the purposes therein stated.

What puzzles us is why a lump sum appropriation violates the Fifth and Fourteenth Amendments rights of the plaintiffs. As we understand the plaintiffs' claim, it appears to be based on the lump sum appropriation as distinguished from an appropriation with more particularization. But particularization is not always necessary or expedient, especially where road construction is involved. People v. Tremaine, 281 N.Y. 1, 7, 21 N.E.2d 891 (1939).

In any event, no evidence or authorities have been offered (other than to demonstrate that the appropriation is a lump sum), to show the unconstitutionality of the appropriation and/or the alleged violations of the plaintiffs' Fifth and Fourteenth Amendments rights.

Accordingly the constitutional claims of the plaintiffs are dismissed.

Let this opinion stand for our findings of fact and conclusions of law. Settle order on notice.

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**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 14, 1970

Mr. Robert Baldwin, Director
Multnomah County Planning Commission
County Courthouse
Portland, Oregon 97204

Dear Bob:

Enclosed for your review is the section of the B.O.R. Manual that sets forth public agency land transfer and sale conditions. Please transmit a copy to the appropriate people at The Port. If I recall correctly, Don Morgan, the attorney from The Port who was at the meeting, wanted a copy.

In recent conversation with the Bureau in Seattle their understanding was that a detailed project description--a preliminary application in effect--would be put together which would include a detailed "legal brief" citing and describing all the laws that relate to the acquisition and transfer of land, permitted activities of The Port, their exclusion from the recent legislative act which permitted ports to get into recreation, etc., etc., etc. The "application" would also include the request for waiver of Part 670.1.8k of the manual. The "donation" aspects should also be discussed.

If we can be of any help in composing the material, please advise; otherwise, we can review what you put together and comment as necessary. It would seem as though we can start any time at your convenience.

Very truly yours,

David G. Talbot
State Parks Superintendent

By

Walter J. McCallum
State Recreation Director

WJM:jw
Encl. 2
cc: Mr. L.P. Shaw
Mr. G.W. Churchill

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OFFICE OF
STATE HIGHWAY ENGINEER

OCT 19 1970
FOR FILING

STATE OF WASHINGTON
DANIEL J. EVANS, GOVERNOR

# WASHINGTON
# STATE HIGHWAY COMMISSION
## DEPARTMENT OF HIGHWAYS

OFFICE OF DISTRICT ENGINEER
4200 MAIN STREET
VANCOUVER, WASHINGTON 98663

13 October 1970

OCT 15
F. B. KLABOE

Mr. F. B. Klaboe
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

C.S. 0607R SR 205 L-2096
Columbic River Br. to Jct.
SR 500

Dear Fred:

I should have known that we probably had a mutual friend and common pen pal in Stanley Bishoprick. Appreciated receiving from you the letter to Mr. Bishoprick from Mr. Jackson.

This office has been in contact with and corresponded with Mr. Bishoprick for several years and I must commend him on his perseverance. For your information, I am enclosing copies of letters dated 6 May 1970 and 25 September 1970 concerning the route of 205 and the bridge location. Following receipt of my letter of 25 September, Director Andrews responded to Congresswoman Hansen pretty much along the lines of my letter and I am sure that she in turn has corresponded with Mr. Bishoprick.

Thanks again for the opportunity for me to be updated on Oregon's position and if further correspondence develops, I will be pleased to furnish you with any late information that I might come by.

Very truly yours,

Dick

R. L. CARROLL, P.E.
District Engineer

RLC :bar
cc: Records Control
Atts.

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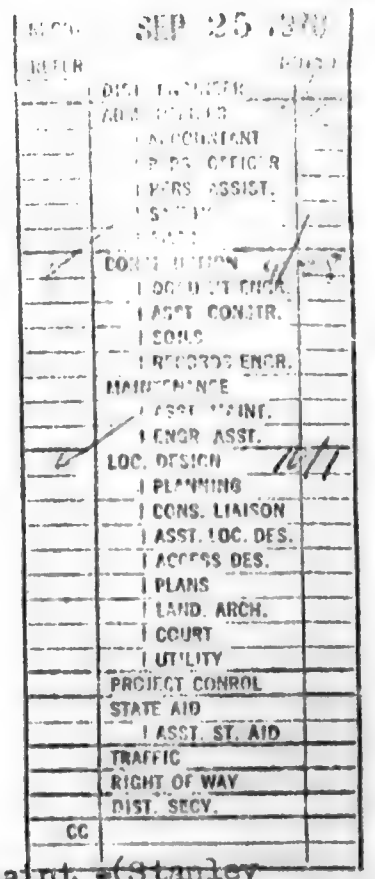



25 September 1970

Mr. G. H. Andrews
Director of Highways
Olympia, Washington

Attention: Mr. Jay Butts

Citizen's Complaint - (Stanley Bishoprick) SR 205 1-2096
Columbia River Br. to Jct. SR 500

Dear Sir:

I have reviewed the most recent letter from Mr. Bishoprick and I think I must commend him for his perseverance. This type of objection to the Columbia River Bridge and the route of 205 has been going on for many years and I can find a substantial amount of sympathy for Mr. Bishoprick since I too would probably be emitting loud cries of anguish if plans were to build a substantial elevated structure in front of what must be considered very desirable river front residential property.

Mr. Bishoprick owns a tract of land between the Evergreen Highway and the north shore of the Columbia River immediately east of the established centerline of Interstate 205. For your ready reference I am enclosing a print of Sheet 6 of the limited access plan of 205 showing the Bishoprick ownership and a vicinity map showing the highway network in the Vancouver area with the alignment of 205 and the planned Portland International Airport expansion. Also included is a copy of the design hearing map prepared by the Oregon Highway Division for their recent design hearing held in Portland.

Commenting on Mr. Bishoprick's letter, his statement that the crudest examination of the diagonal bridge shows that it would be longer than a straight crossing is probably without argument. We would all submit that a straight line is, I think, still the shortest distance between two points, but Mr. Bishoprick conveniently omits from his letter some of the extenuating circumstances that dictate highway location. Carrying this thing to the extreme, he could also argue that if 205 were to be based on length alone, it would probably parallel existing Interstate 5 and could conceivably be considered the best route because it was the shortest. One of the major factors in locating 205 both in Washington and Oregon was to provide for an alternate Interstate route that would generally lie to the east of the existing central business districts of both Portland and Vancouver and provide better and faster access to the growing residential and industrial areas east of both cities. This also provides an interconnection with SR 14 in Washington and Interstate 80 north in Oregon and permits the

traveler from the east to have better traffic circulation for a continued trip either north or south.

Over the past many years, the highway route was selected after many, many factors were considered. Topography has a substantial impact on the location in Oregon as 205 skirts Rocky Butt and provides suitable interchanges with major arterials and State highways. On the north shore of the Columbia some of the considerations were the location of the fish hatchery, water supply, planned residential and commercial development and the existing network of city streets and county arterials. Not the least of considerations and probably major cause in bridge alignment selection was the planned expansion of Portland International Airport which includes additional runways and lengthening of existing runways.

If Mr. Bishoprick's suggestion to straighten the bridge up were followed, it is fairly obvious that the highway would be in direct conflict with not only the planned development of the airport, but the existing facility. A little background on the airport - as you probably know, there is a citizens group called Citizens for the Columbia River that have been strong opponents to the development of P.I.A. They started out first on the safety factors, then tried the increased noise level followed by considerable effort to eliminate the airport expansion based on air pollution. Each of these items was apparently successfully responded to by the Port of Portland who are developing the airport and the various review agencies because the next in-run the group made was on the basis of Section 4f to preserve the ecology and environment. This action was shot down when the Oregon Game Department and the Port of Portland agreed on replacement acreage for wildlife refuge. The next action and the one that in contention today is the filing of a suit by the Citizens Committee against the Secretary of Army, Corps of Engineers and others based on an alleged illegal act in the issuance of a dredging permit. The Corps of Engineers had issued to the Port of Portland a permit to dredge in the Columbia and eliminate certain islands by construction of a new channel. The dredged material was planned for land fill and embankment construction on the south bridge approach. The federal court has indicated that this case will be heard in November of this year. It is my understanding that regardless of the disposition, either the plaintiff or defendant will appeal. I do not know if Mr. Bishoprick is a member of the Columbia River Committee, but his interests lie along the same lines.

I have no way of knowing the source of Mr. Bishoprick's information to the effect that the engineering firm which must be CH2M had unofficially advised that the present route was improper and to the best of my knowledge no "local State Highway people" have indicated that the route was a mistake. Quite to the contrary, the engineering firm retained for this project did not make a route selection just off the top of their head, but only after considerable study of all facets and certainly this office has not indicated that we had disagreement with the selection and adoption of the route.

Mr. Bishoprick is correct in his statement that the route is fixed and we do not contemplate any change, but he is in error regarding right of way because we have been actively engaged in right of way acquisition concentrating on the north end of 205, progressing southerly since we anticipate that it will be some considerable time before bridge design and construction is complete. We have acquired a substantial

portion of the right of way on the north half of the job and are now appraising and negotiating in the Mill Plain area and as time and personnel are available, we will continue our acquisition into the SR 14 - Columbia River Bridge area.

With regard to the third paragraph of the letter, I think there is no question that there has been a little argument or discussion, if you please, between the State of Washington and State of Oregon over the routing of what, I think, should be Interstate 82. The routing of I-82 across the Columbia somewhere near Plymouth, Umatilla and/or Walla Walla and Pendleton area has been going on for some time. If that route decision bears on the location of 205, it is being handled at a decision making level far above the purview of this office.

There is one item that I would mention and certainly would not suggest that it be offered to Mr. Bishoprick as any sign of hope, but in the event that court action is carried on to a successful conclusion with judgment against the Port of Portland, there could be a re-analysis of the airport plan that could result in a reduced or modified runway location which in turn might cause both Highway Departments to take another look at the bridge location. I would not expect that there would be any change in the north touchdown point, but it is conceivable that with no airport development the bridge could be skewed up and possibly reduced in length; however, I have no way of knowing what other considerations may have been involved in the location of the interchanges at Marine Drive and Columbia Boulevard. It may be that even without airport expansion, Oregon design problems are such that the two interchanges are fixed and no bridge realignment would be forthcoming.

At the present time the Oregon Highway Department has entered into a consulting agreement of which we are a party with Sverdrup and Parcel to do a type study on the bridge. It is my understanding that it will be approximately six months before a type recommendation will be furnished by the consultant to the Oregon Department of Highways. We will of course have an opportunity to review that report and study the alternates.

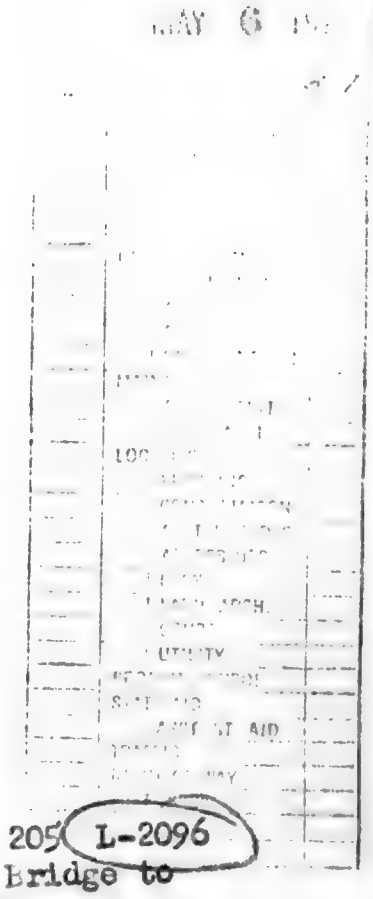
Both the Coast Guard, representing the marine and river interests, and the F.A.A. have approved the proposed crossing. As I recall, the main channel horizontal clearance should be 600 feet with vertical clearance somewhere in the neighborhood of 160. F.A.A. investigations indicated that while a structure may be encroaching on their desirable glide path standards, the proposed structure was approved since surrounding terrain established minimum limits and air traffic would not be affected by the structure.

In summary, I would repeat that I am somewhat in sympathy with Mr. Bishoprick's cause since he apparently finds dislike with the thought of having a bridge constructed across the river diagonally in front of his residence. Some of us may not find that situation quite so difficult since we might view the bridge in a somewhat different light.

Very truly yours,

R. L. CARROLL, P.E.
District Engineer

RLC:bar
Atts.



6 May 1970

Mr. Stanley Bishoprick
2000 S. W. Fifth Avenue
Portland, Oregon 97201

C.S. 0607R SR 205 L-2096
Columbia River Bridge to
Junction SR 500

Dear Mr. Bishoprick:

I apologize for not having responded sooner to your letter of 16 April 1970 which was forwarded to this office for reply. As I review the District file on this project, the minutes of various meetings and transcript of hearings, I find that you have been interested in the development of plans for this project for many years. With your apparent familiarity with the history of the project, I will not attempt a chronological report, but would like to offer a few remarks on some of the considerations given to the adoption of the present alignment of 205.

In the development of the highway plan, there has been a continuing exchange of thoughts and ideas from individual citizens, community organizations and governmental jurisdictions at all levels. The Highway Department did not arrive at the location now approved for 205 without much consideration and deliberation. The planning of a transportation network within the Vancouver-Portland area required the input of the various local planning agencies, the elected officials of both Vancouver and Clark County as well as Portland and the Oregon counties involved. Planning was coordinated by the respective Highway Departments of Washington and Oregon and the division offices as well as the regional office of the Bureau of Public Roads. The plan reflects the need of additional freeway lanes to accommodate the projected traffic volume which was derived from the Portland-Vancouver Metropolitan Transportation Study. The plan has been reviewed and approved by the duly constituted review and approval agency of this area, the Columbia Regional Association of Governments. I point these things out to emphasize the fact that many years of planning and engineering study have gone into the development of the plans for 205.

While you and I may well have an honest difference of opinion as to "where such a bridge should go and how it should be built", the location selected was not arrived at as a spur of the moment decision and this Department, as well as the federal review agencies, did extend consideration to the impact on the area from the social, economical and environmental point of view. We are all extremely conscious of the expenditure of public funds and make every effort to minimize cost and secure the best end product for the money expended. The fact that considerable study is required on not only the engineering considerations, but the other facets of highway location and construction adds materially to the time lapse between conceptual stages and final construction.

During the many months of review on 205 we have experienced an ever increasing growth of traffic on the present lanes of Interstate 5. On an average weekday volumes in the neighborhood of 70,000 vehicles cross the present Columbia River bridge. With this volume it is extremely important that additional lanes be provided across the Columbia River at the earliest possible date. We are experiencing critical traffic situations in the morning peak hour and noting a rise in the number of vehicular accidents which involve substantial property damage as well as personal injuries and fatalities.

While we could hope for the Utopian situation of being able to provide a transportation network that was all things to all people, it is obvious that we must seek some degree of compromise. Wherever a bridge is constructed across the Columbia there will be personal property involved and inconvenience to and opposition from the individual property owners as well as organized groups. Wherever a highway route is selected certain right of way is needed and this creates an impact on the area. In the acquisition of the right of way needed for a highway project the Highway Department is obligated to fairly compensate the property owner for the taking.

At the present time we are engaged in right of way acquisition on 205 from the vicinity of the Mill Plain Interchange northerly. As our right of way plans are finalized and we move into the appraisal and negotiation work in the vicinity of the SR 14 Interchange you will be contacted by Department right of way personnel. If satisfactory negotiations are not forthcoming, the determination of just compensation for taking and damage will be made through the court processes.

I can appreciate your concern in the highway design and bridge location, and I would be most happy to discuss this situation with you and review the detailed plans as they are developed.

Very truly yours,

R. L. CARROLL, P.E.
District Engineer

RLC:bar
cc: Mr. W. A. Bulley
Mr. W. M. Foster

RECEIVED
OCT 8 - 1970
FOR FILING

# OREGON STATE HIGHWAY COMMISSION

OFFICE OF GLENN L. JACKSON • % Pacific Power and Light Co. • Medford, Oregon • 97501

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
FRED W. HILL, Member
Pendleton
THADDEUS B. BRUNO, Member
Portland

October 1, 1970

Mr. Stanley Bisheprick
2000 S. W. Fifth Avenue
Portland, Oregon 97201

Dear Stan:

This is in response to your September 16 letter expressing concern over the I-205 crossing of the Columbia River.

I-205 was originally located in both Oregon and Washington prior to the Port of Portland's plans for expanding the International Airport. The airport was always a control and the line was situated as close to the easterly end of the runway as safety requirements permitted. Based upon this location, the State of Washington made certain commitments and is acquiring rights-of-way.

When the Port announced their plans for longer runways, it was necessary to adjust the I-205 alignment to gain the clearances that are required by the Federal Aviation authority. Washington stated that it was not possible, and would be highly impractical, for them to consider any shift as the matter was too far along. Since receipt of your letter, I have asked our Highway Engineer to check with Washington and he talked to their Director on September 23. Washington's position has not changed.

Hearings have been held on the general location which has received Federal Highway Administration approval. Quite recently a second hearing was held on the design features of the route. Some slight adjustments may be indicated because of the testimony at the second hearing, but it does not appear that any major shift in location is indicated or warranted.

NOTED
A. E. JOHNSON

NOTED
R. L. PORTER

NOTED
TOM EDWARDS

Actually, the cost differential between the first plan and the one adopted is not as great as it might appear. Under the first plan, it would have been necessary to bridge both the slough against the Oregon shore and the main Columbia River. Under the now adopted plan, the Port contemplates to fill the slough which will require a highway structure over the main river only.

I question your suggestion that the plan is in hazardous proximity to the Portland Airport. The plan has the approval of all federal regulatory bodies and the main reason for the curve in the alignment is to get far enough east of the east end of the proposed runway to provide sufficient flight clearance.

I do not know the source of your information that Washington would move I-205 if Oregon would move the US85 approach. I do not know what US85 is, although maybe you refer to I-82 in the Pendleton vicinity. Oregon and Washington are not in agreement as to a location for I-82 and it does not appear that one is possible at this time.

Sincerely yours,

Glenn L. Jackson
Chairman

GLJ:cjk

RECEIVED
OCT 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

*Stanley Bishopprick*
*2000 S. W. Fifth Avenue*
*Portland, Oregon 97201*

RECEIVED
SEP 18 1970
OFFICE OF
Glenn L. Jackson

Rod
Given me and answered by.

September 16, 1970

Mr. Glen Jackson
Pacific Power & Light Company
920 S. W. Sixth Avenue
Portland, Oregon

Dear Glen:

Enclosed are copies of maps of Interstate Highway #1-205's crossing of the Columbia River. One hears everywhere about economizing, about high taxes, and unnecessary government expenses. Yet even the crudest examination of the diagonal bridge route over the Columbia River by a rank amatuer shows that the diagonal river crossing is half-again longer than the direct route. This amounts to a considerable extra expense to the taxpayer.

I have talked to the engineering firm (the name can be supplied) that has been employed in some capacity by both states on the survey. They have unofficially advised against the present indicated route. The local State of Washington highway people have also said, unofficially, that the present routing is a mistake, but have been advised that "the route is fixed and no change can be made at this late date" - even though acquisition of right-of-way has not been made.

It is gossiped about that there is a little argument between the State of Washington and the State of Oregon over the routing of Highway #85. Washington says they will move the 1-205 Washington bridge approach, if Oregon will move the U.S. #85 approach. In the meantime, the taxpayers get caught in the middle by the inability of the two states to agree and save the taxpayers' money.

It seems too bad to think that the route is so fixed - even before construction has begun - that no change can be made to correct the situation, that the following points are to be disregarded:

1. The savings in time and expense of a considerably shorter bridge.

2. The advice of an engineering firm who has examined the route.

3. The thoughts of the local highway engineers who unofficially say it is a mistake.

4. Its hazardous proximity to the Portland Airport.

True, I have an axe to grind in getting this crossing changed to a direct route, but I am also a taxpayer and feel that there are many worthwhile projects which could benefit by the savings. The bureaucrats in various government offices should be a lot more communicative and let the public (elected) officials know just what changes are taking place and what they amount to in dollars and cents for taxpayers.

Nothing is too late to change that hasn't been started.

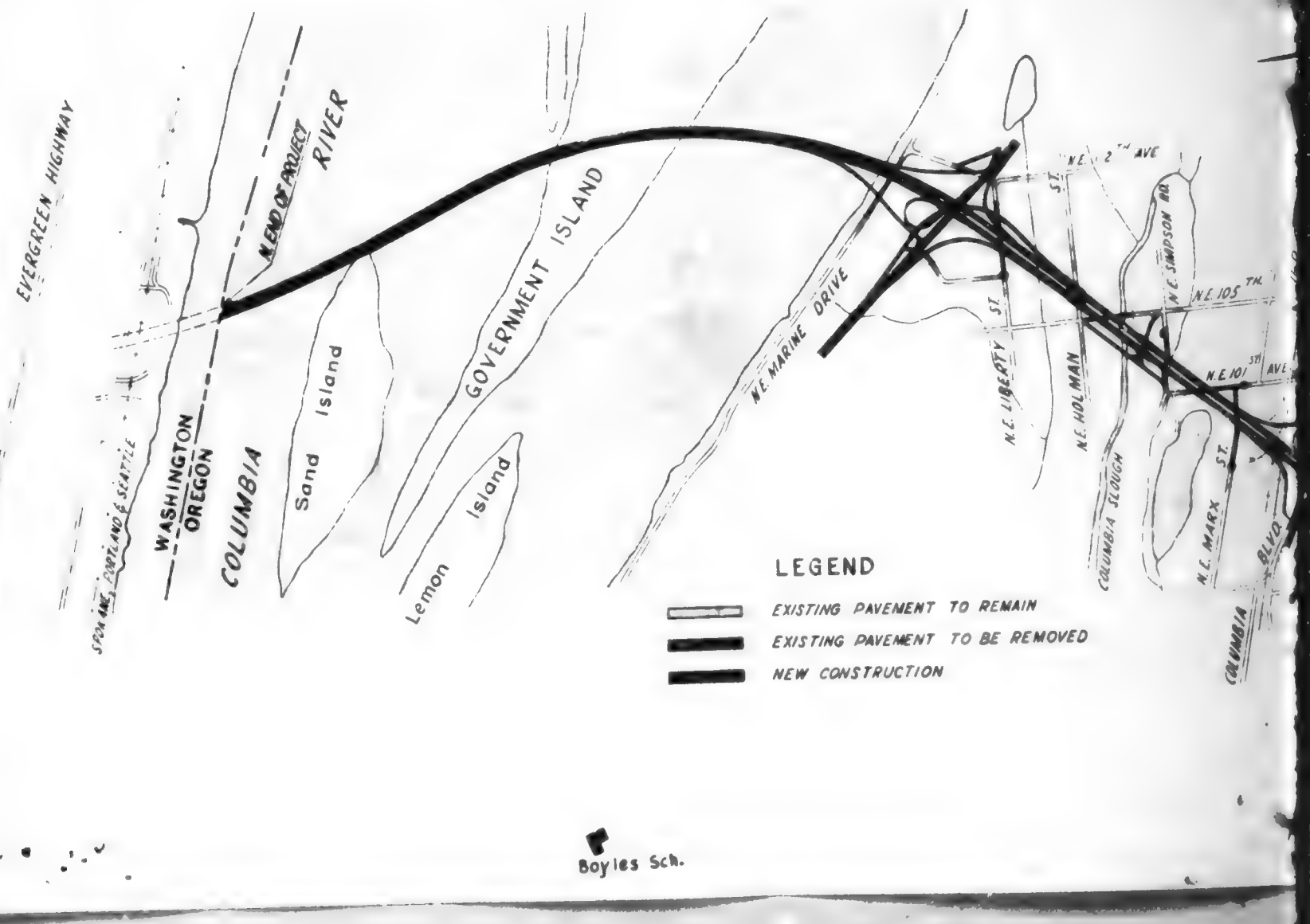
Please advise your thoughts.

Sincerely yours,

Stanley Bishoprick

SB:ph
Enclosure

WASHINGTON STA
INTERSTATE
MUL




Boyles Sch.

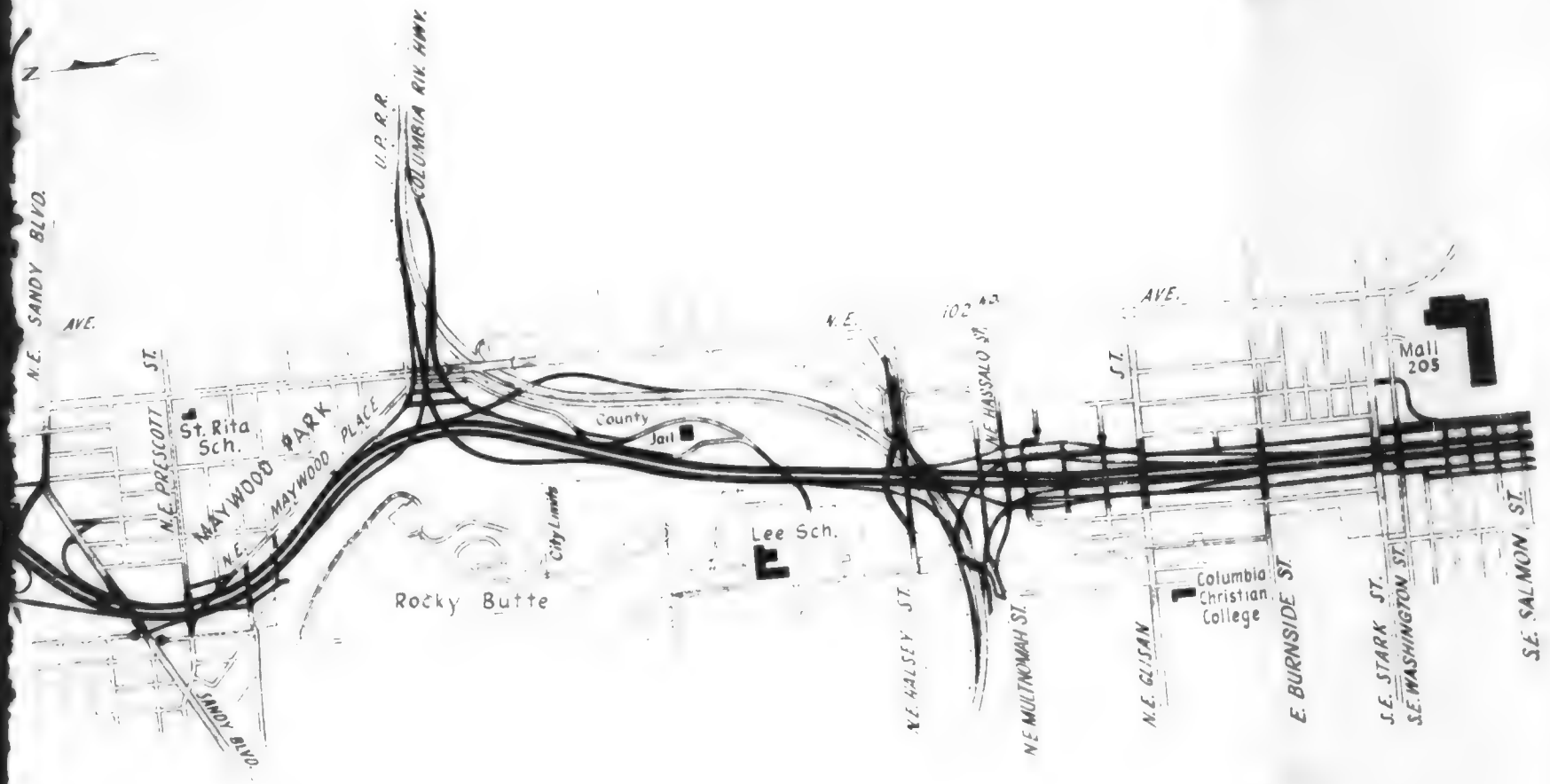
GON STATE HIGHWAY DIVISION

# DESIGN HEARING MAP

## E LINE — SUNNYSIDE RD. SECTION

5 – I-80N EAST PORTLAND FREEWAY

NOMAH – CLACKAMAS COUNTIES



ORIGINALLY PROPOSED
I-205 ALIGNMENT

M B I A  R I V E R

EL. 250

500'

GLIDE SLOPE

HIGH POINT EL. 42.0

30° 00' E TRUE

50:1 CLEAR ZONE

ALS

FUTURE LOCALIZER

MIDDLE MARKER

1000' x 2500' x 1750'

RGO & LINE MAINTENANCE FACILITIES

XIWAY EL. 30.0

AD EL. 18.0

AIRPORT

RELATED

DEVELOPMENT

KITCHEN

C A R G O

120'

1117.5'

400'

300'

50:1 CLEAR ZONE

HIGH POINT EL. 29.3

LOCALIZER

2000' EXTENSION

FUTURE GLIDE SLOPE

1000' x 2500' x 1750'

FUTURE LOCALIZER

FUTURE ALS

EL 150

96TH AVE

SARATOGA

FUTURE MIDDLE MARKER

HIGH POINT EL. 240

MOTEL

Y PROPOSED
GNMENT

VER

RELOCA

50:1 CLEAR ZONE

GLIDE SLOPE

500'

HIGH POINT EL. 42.0

α

ALS

FUTURE
LOCALIZER

MIDDLE
MARKER

1000' x 2500' x 1750'

BENCH EL.

TENANCE FACILITIES

120'

1117.5'

RELATED

400

300

400

DEVELOPMENT

120'

1117.5'

G O

INTERCHANGE

96TH AVE

SARATOGA

FUTURE
MIDDLE
MARKER

I-205

EL 150

CLEAR ZONE

HIGH POINT
EL. 29.3

LOCALIZER

FUTURE
LOCALIZER

FUTURE ALS

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FUTURE
GLIDE SLOPE

1000' x 2500' x 1750'

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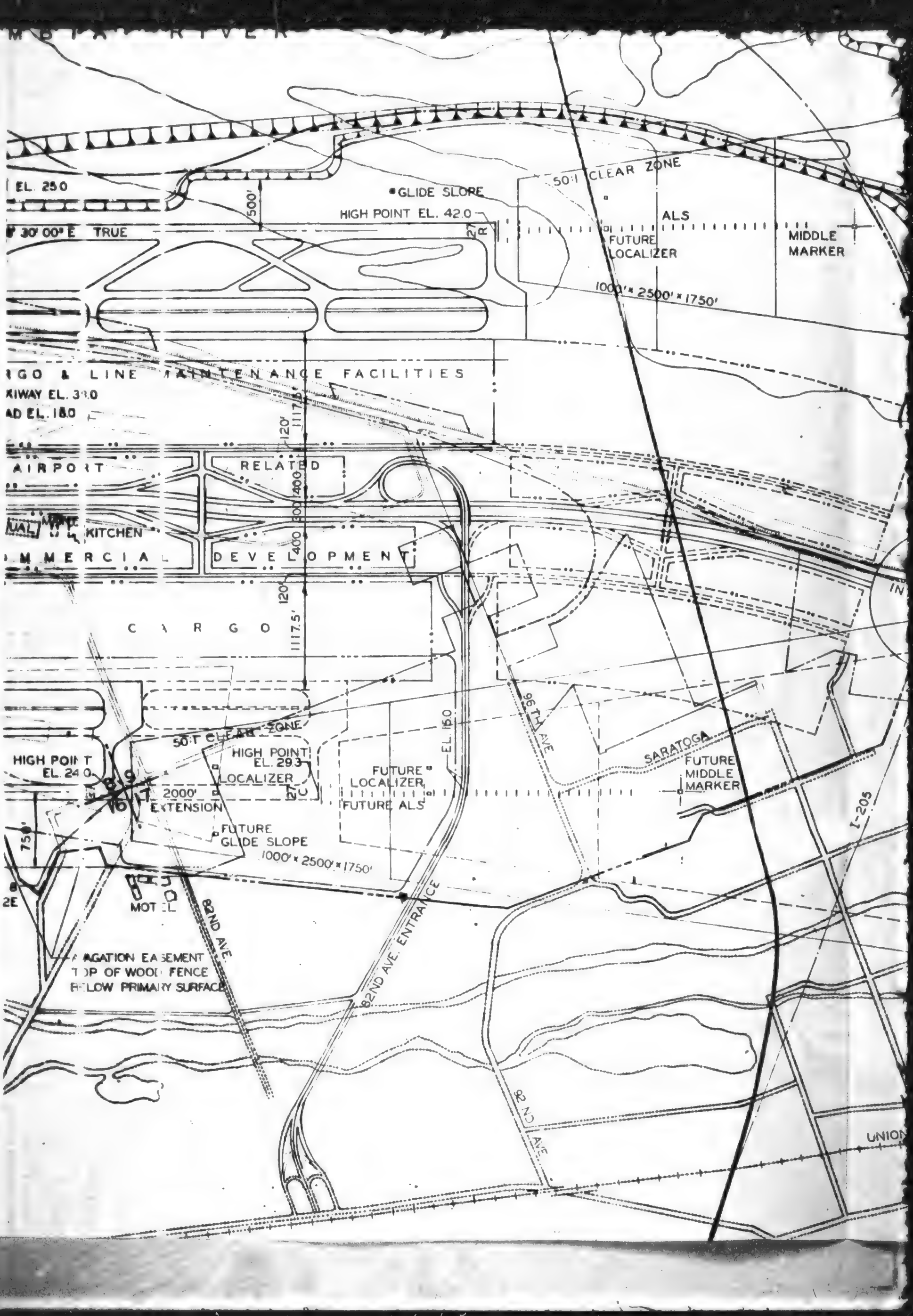
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MIDDLE MARKER
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AD EL. 18.0
AIRPORT
RELATED
KITCHEN
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98TH AVE
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HIGH POINT EL. 29.3
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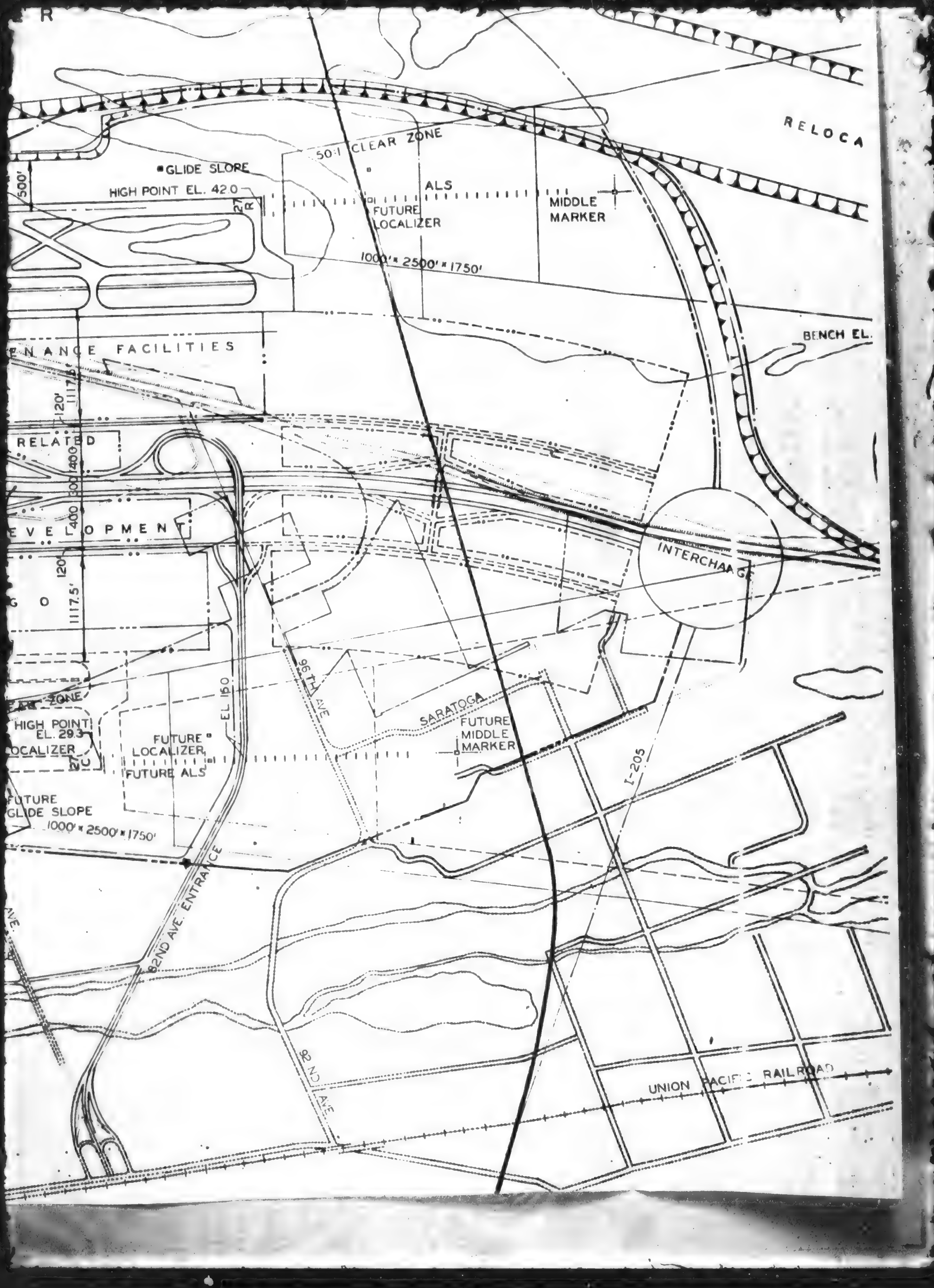
2000' EXTENSION
FUTURE LOCALIZER
FUTURE ALS
FUTURE MIDDLE MARKER
FUTURE GLIDE SLOPE
1000' x 2500' x 1750'
75'
MOTEL
82ND AVE.
82ND AVE. ENTRANCE
I-205
AGATION EASEMENT
TOP OF WOOD FENCE
BELOW PRIMARY SURFACE
UNION


R
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120'
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400
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120'
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96TH AVE
EL 150
SARATOGA
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MIDDLE
MARKER
I-205
HIGH POINT
EL. 29.3
LOCALIZER
27L
FUTURE
LOCALIZER
FUTURE ALS
FUTURE
GLIDE SLOPE
1000' x 2500' x 1750'
82ND AVE. ENTRANCE
92 ND AVE
UNION PACIFIC RAILROAD

8905

RECEIVED

FOR FILING

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2
3

9/18-70

Noted
GEORGE M. BALDWIN

IN THE UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

CITIZENS COMMITTEE FOR THE COLUMBIA RIVER; SIERRA CLUB; WASHINGTON STATE SPORTSMEN'S COUNCIL, INC.; ASSOCIATION OF NORTHWEST STEELHEADERS; and WASHINGTON ENVIRONMENTAL COUNCIL,

Plaintiffs,

vs.

STANLEY S. RESOR, Secretary of the Army of the United States; FREDERICK J. CLARKE, Chief of Engineers, Corps of Engineers of the U. S. Army; PAUL D. TRIEM, District Engineer, Portland District, Corps of Engineers of the U. S. Army; JOHN VOLPE, Secretary of Transportation of the United States; and WALTER F. HICKEL, Secretary of the Interior of the United States,

Defendants,

and

THE PORT OF PORTLAND, a municipal corporation,

Intervener-Defendant.

CIVIL NO. 69-498

STIPULATION

The parties hereto through their respective counsel stipulate and agree as follows:

I

A Pre-Trial Order in this matter is to be filed on October 20, 1970, with trial to follow, on certain segregated issues. There may or may not be trial of the remainder of plaintiffs' claims. One or more parties may appeal the decision or decisions of the trial court. Several years may elapse before final disposition of

WOOD, WOOD, TATUM, MOSSER & BROOKE
15TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 224-3430

IN THE UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

| | |
|---|---|
| CITIZENS COMMITTEE FOR THE COLUMBIA RIVER; SIERRA CLUB; WASHINGTON STATE SPORTSMEN'S COUNCIL, INC.; ASSOCIATION OF NORTHWEST STEELHEADERS; and WASHINGTON ENVIRONMENTAL COUNCIL,<br><br>Plaintiffs,<br><br>vs.<br><br>STANLEY S. RESOR, Secretary of the Army of the United States; FREDERICK J. CLARKE, Chief of Engineers, Corps of Engineers of the U. S. Army; PAUL D. TRIEM, District Engineer, Portland District, Corps of Engineers of the U. S. Army; JOHN VOLPE, Secretary of Transportation of the United States; and WALTER F. HICKEL, Secretary of the Interior of the United States,<br><br>Defendants,<br><br>and<br><br>THE PORT OF PORTLAND, a municipal corporation,<br><br>Intervener-Defendant. | CIVIL NO. 69-498<br><br>STIPULATION |

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15TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 224-3430

this matter.

II

As used in this agreement, "final disposition" of this matter means the entry of the last order by the last court having jurisdiction of it.

III

Exhibit A attached hereto and made a part hereof is a true copy of permi_ NPPND-WM-P 1507-27 (Columbia River Dredging) -166 issued to The Port of Portland on 5 August 1969 for work in the Columbia River between River miles 110.1 and 117.5, the lawfulness of which is one of the matters in dispute in this action. Exhibit A is referred to hereinafter as "the permit".

IV

Exhibit B attached hereto and made a part hereof is a portion of an aerial photograph of the Columbia River on which has been marked in outline a Borrow Area. Exhibit B has been prepared by The Port of Portland in consultation with the Portland District Engineer's office of the Corps of Engineers. The Port of Portland represents to plaintiffs that the Borrow Area delineated lies entirely within the area authorized to be dredged by the permit, both as to location and depth, and in all other respects. Plaintiffs reserve the right to contest this representation if aspects of this action other than the issues segregated for trial should be tried.

V

The Port of Portland will by letter attached hereto as Exhibit C apply to the Corps of Engineers for an extension of time to the permit. During the period until the final disposition of the litigation (as defined in paragraph II above) the Port will confine its dredging under Exhibit A to the "Borrow Area" marked in outline on Exhibit B hereto to a depth not to exceed -19 feet CRD and will [illegible] any vegetation on any of the islands within

WOOD, WOOD, TATUM, MOSSER & BROOKE
15TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 224-5430

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WOOD, WOOD, TATUM, MOSSER & BROOKE
15TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 224-5430

the area of the permit except as necessary to carry out the dredging in the agreed "Borrow Area".

VI

Plaintiffs do not and will not object to the Corps of Engineers granting time extensions of the permit as follows:

(1) The completion date of the work set by standard condition (r) of the permit be extended to 3.5 years from the July 1 following the final disposition of this matter.

(2) Special Condition (2) of the permit not to become applicable until after final disposition of this matter.

(3) The time for completion of planting and other landscape work required by Special Condition (6) be extended to three (3) years after final disposition of this matter.

VII

The defendants have had and have notice that plaintiffs oppose any plan for the development of Portland International Airport or for highways or bridges, which includes filling in the Columbia River or dredging up or otherwise substantially altering its islands. Nothing in this agreement shall be interpreted as an agreement by plaintiffs to any work performed or to be performed at or near Portland International Airport so as to prejudice plaintiffs' rights to prevent changes in the river which they oppose. Specifically, but not exclusively, The Port of Portland has notice that if it has expended or expends funds at or near Portland International Airport, it does so at its own risk, and no laches or other disadvantage to plaintiffs' position shall occur from their having made this agreement.

VIII

The parties are aware that there is other litigation now pending in this court regarding ownership of Sand (Tri-Club) Island, and that claims are made by private parties, by the State of Washington, and perhaps by others to the islands, waters, beds, bars,

WOOD, WOOD, TATUM, MOSSER & BROOKE
1ST PLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 224-3430

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minerals, or other aspects of the river. Nothing in this stipulation shall be interpreted in any way for or against the claims of any party with respect to the river, its islands, waters, beds, bars, minerals, or other aspects of the river.

IX

Nothing in this stipulation shall be deemed to involve plaintiffs in any way in liability to any party for any damages which have resulted or may result from the actions of The Port of Portland and other defendants pursuant to the permit or this stipulation, nor prejudice the rights of plaintiffs or defendants or intervening defendant pending final disposition of this action.

X

It is agreed that this stipulation constitutes a contract between the plaintiffs and The Port of Portland. The Port will not object to the jurisdiction or venue of the United States District Court for the District of Oregon for the enforcement of such contract. This is without prejudice to any rights of enforcement in the above entitled action.

XI

In the event the Corps of Engineers does not grant an extension of the permit as requested by the Port in the letter attached hereto as Exhibit C, this stipulation shall be null and void.

Done this 18th day of September, 1970.

United States Attorney for the
District of Oregon, for the United
States Government defendants

By _____

Wood, Wood, Tatum, Mosser & Brooke,
Attorneys for intervener-defendant,
The Port of Portland

By Kaston L Tatum

Cary, Durning, Prince & Smith
Attorneys for plaintiffs

By Norman B. Durning

WOOD, WOOD, TATUM, MOSSER & BROOKE
15TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 224-5430

minerals, or other aspects of the river.

IX

Nothing in this stipulation shall be deemed to involve plaintiffs in any way in liability to any party for any damages which have resulted or may result from the actions of The Port of Portland and other defendants pursuant to the permit or this stipulation, nor prejudice the rights of plaintiffs or defendants or intervening defendant pending final disposition of this action.

X

It is agreed that this stipulation constitutes a contract between the plaintiffs and The Port of Portland. The Port will not object to the jurisdiction or venue of the United States District Court for the District of Oregon for the enforcement of such contract. This is without prejudice to any rights of enforcement in the above entitled action.

XI

In the event the Corps of Engineers does not grant an extension of the permit as requested by the Port in the letter attached hereto as Exhibit C, this stipulation shall be null and void.

Done this 18th day of September, 1970.

United States Attorney for the
District of Oregon, for the United
States Government defendants

By _____

Wood, Wood, Tatum, Mosser & Brooke,
Attorneys for intervener-defendant,
The Port of Portland

Kaptor L Watum

By _____

Cary, Dunning, Prince & Smith
Attorneys for plaintiffs

By Marian B. Dunning

WOOD, WOOD, TATUM, MOSSER & BROOKE
15TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 224-5430

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JUL 31 1970
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July 30, 1970

Mr. John M. Fulton, Director
Department of Transportation
129 State Highway Building
Salem, Oregon

Dear John:

Reference is made to your July 21 letter to F. B. Klaboe and specifically the question of the effect of a delay in the Portland International Airport on I-205.

If the airport plans were delayed a short time, we will suffer no serious effects and can proceed more or less on schedule. If the airport plans are delayed indefinitely or if they should be disapproved altogether, serious problems can develop. The State would be faced with whether to continue on the approved location or move back downstream and secure a more favorable alignment. Construction under either scheme without the airport will require spanning the Oregon Slough and if we moved downstream, another Coast Guard navigational hearing would be required. If we are to finish I-205 under the Interstate program, we must begin within the next year or so. The following is a rough guess as to time requirements:

| | |
|---|---|
| Type Selection | 6 months |
| Type Approval | 3 months |
| Detail Design | 19 months |
| Design Approval and Contract | 3 months |
| Construction | 30 months |
| | 61 months (say 5 years) |

Very truly yours,

R. L. Porter
State Highway Engineer

cc Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
L. H. Young
D. J. Barbee
R. L. Schroeder

FBK:srb sr RLP:fn

TOM McCALL
GOVERNOR

JOHN M. FULTON
Director

# DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 21, 1970

TO: F. B. Klaboe, Assistant State Highway Engineer

FROM: John Fulton

I-205 TRAFFIC ANALYSIS AND GEOMETRIC PLAN REPORT

Dear Fred:

Thanks for your letter of July 6 and for sending me the copy of the study prepared by Howard, Needles, Tammen & Bergendoff. This strikes me as a sound report. My one observation would be that while it doesn't appear that the corridor design is going to cause neighborhood problems, there could have been a little more emphasis on the social implications of the proposed route and the alternatives.

This brings me to what are more practical considerations. As I mentioned the other day one significant aspect of I-205 is its link to Portland International Airport, and the program of the Port of Portland to expand the airport. To what extent are their legal problems apt to affect your construction program--more specifically, if they can't undertake the dredging for which they've planned?

If this occurred, and they are held up for several years in supplying fill material, would you have to delay bridge construction or could you go ahead while the Port of Portland's legal problems are disposed of?

One other question -- assuming the worst happens, and the expansion plans of the Port of Portland are seriously jeopardized, would you want to take a fresh look at your approaches and at the bridge design? If so, how critical is the time factor?

I don't want to borrow trouble, and certainly hope the Port of Portland successfully resolves it legal problems. At the same time I think all of us would be deeply concerned if the two programs, that is the airport expansion and I-205, failed to mesh.

John

cc: R. L. Porter

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JUL 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-63)

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1970

**SUBJECT:** Engineering Fee Proposal
for Final Design
Columbia River Bridge I-205

**To:**

Memorandum of Meeting

Sverdrup & Parcel & Associates, Inc. of St. Louis, Missouri and Bellevue, Washington were in the office on July 23 to hand the State of Oregon their fee schedule for the final design of the Columbia River Bridge on I-205.

Initially the meeting was in Mr. Tom Edwards' office and was later adjourned to Mr. A. E. Johnson's office. In attendance were Mr. R. C. West and Mr. Eli Lemcoe from the St. Louis office and Mr. R. D. Bane and Mr. Tom Gaffney, Jr., from the Bellevue, Washington office. Representing the State were Mr. Tom Edwards, Mr. A. E. Johnson, Mr. Cecil Gardner, and the writer.

The consultants, Sverdrup & Parcel, by letter of June 25 had submitted their fee proposal for the preliminary studies and foundation investigation. At the meeting on July 23 the State was handed a fee proposal from Sverdrup and Parcel with a letter of transmittal dated July 23. The fee proposal was in the form requested by the State with a fee schedule for three types of construction: 1. All steel. 2. All concrete. 3. A combination of steel and concrete.

The State requested a fee proposal for the checking of shop details of all types and construction items during the construction period. The consultants presented such a lump sum fee proposal but with the suggestion that in the State's interest this fee proposal be considered the top limit for this work and that the work be done on a cost-plus basis. Also, the consultant recommended, and the State accepted, a proposal that fees be included on a contingency basis for possible additional foundation investigations dependent upon the type and layout of structure finally approved through the preliminary studies.

The Bridge Section is now retyping the agreement form to include the preliminary studies and the final design of the structure. As soon as completed, this agreement is to be submitted to the Bureau of Public Roads with the fee schedules and the State's justification for the fees for Bureau approval. At the same time copies of the proposed agreement with fee schedules will be submitted to the State of Washington for their approval.

It is the desire of the State to have the agreement completed and ready to present to the Highway Commission for approval at the August 18 commission meeting so that the consultant can be directed to proceed with the preliminary studies and the foundation investigation not later than September 1, 1970.

ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

IDM:dh

cc Tom Edwards
A. E. Johnson
R. L. Schroeder

RECEIVED
JUL 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

I-205

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JUL 22 1970
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DEPARTMENT OF
TRANSPORTATION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

TOM McCALL
GOVERNOR

JOHN M. FULTON
Director

July 21, 1970

TO: F. B. Klaboe, Assistant State Highway Engineer

FROM: John Fulton

I-205 TRAFFIC ANALYSIS AND GEOMETRIC PLAN REPORT

Dear Fred:

Thanks for your letter of July 6 and for sending me the copy of the study prepared by Howard, Needles, Tammen & Bergendoff. This strikes me as a sound report. My one observation would be that while it doesn't appear that the corridor design is going to cause neighborhood problems, there could have been a little more emphasis on the social implications of the proposed route and the alternatives.

This brings me to what are more practical considerations. As I mentioned the other day one significant aspect of I-205 is its link to Portland International Airport, and the program of the Port of Portland to expand the airport. To what extent are their legal problems apt to affect your construction program--more specifically, if they can't undertake the dredging for which they've planned?

If this occurred, and they are held up for several years in supplying fill material, would you have to delay bridge construction or could you go ahead while the Port of Portland's legal problems are disposed of?

One other question -- assuming the worst happens, and the expansion plans of the Port of Portland are seriously jeopardized, would you want to take a fresh look at your approaches and at the bridge design? If so, how critical is the time factor?

I don't want to borrow trouble, and certainly hope the Port of Portland successfully resolves it legal problems. At the same time I think all of us would be deeply concerned if the two programs, that is the airport expansion and I-205, failed to mesh.

cc: R. L. Porter

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JUL 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 14 1970
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July 13, 1970

Mr. R. E. Simpson, Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: I-205 Columbia River Bridge
Federal-Aid Projects
Oregon I-205-7(2)303
Washington I-205-1(16)8

In response to Mr. Green's request to Mr. Gardner, attached are three copies of an agreement dated October 21, 1969, between the states of Oregon and Washington relative to the subject project. This is Oregon Highway Division Miscellaneous Contracts and Agreements No. 3333.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Att.

cc M. Porter
Tom Edwards
I. D. Merchant

A. E. Johnson
Assistant State Highway Engineer

CAG:ag ms

8705

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JUL 8 - 1970
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# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1970

To:

SUBJECT: Preliminary Engineering Agreement
Columbia River Bridge
Interstate I-205
Multnomah County Oregon
Clark County Washington
Bridge No. 9555

Memo to the Files

On Thursday, June 25, 1970, a meeting was held in the office of Mr. Tom Edwards, Assistant State Highway Engineer, between representatives of the Highway Department and representatives of the consulting engineering firm of Sverdrup & Parcel & Associates, Inc. In attendance representing the consulting firm were Mr. Bane and Mr. Allen of their Seattle office and Mr. Lemcoe and Mr. West of their Kansas City office. Representing the Highway Department were Mr. Tom Edwards, Mr. Ivan Merchant, Bridge Engineer, and the writer.

The meeting was opened by Mr. Edwards who explained that the purpose of the meeting was to receive the proposal of Sverdrup & Parcel to do the preliminary engineering studies for the I-205 crossing of the Columbia River. The scope of the work being that as set forth in the "Form of Agreement for Preliminary Studies, I-205 Crossing of the Columbia River". The proposal of Sverdrup & Parcel to provide the services called for under the agreement was presented in a letter of transmittal delivered to the Highway Department by Mr. Bane. This proposal set forth the proposed fee schedule for the preliminary studies. A list of specialized consultants in the fields of foundation engineering, architecture, and prestressed concrete which Sverdrup & Parcel will employ was also set forth.

The proposed fee schedule was reviewed by Mr. Edwards and found acceptable to the Department.

Mr. Edwards next indicated that it was his desire that the agreement be revised or amended to a two-stage engineering design contract. The first stage covering the preliminary studies and the second, the final design. This is the procedure followed on the engineering design contract for the East and West Fremont Interchange projects. The representatives of Sverdrup & Parcel indicated that they were in general agreement with, and would prefer, the two-stage design contract. Incorporating the final design phase within the form of the present proposed agreement will require revision of Item A "Scope of Work" on page 2 of the agreement. Sverdrup & Parcel offered to provide the Department, within a week to ten days, their ideas on a suggested description of the "Scope of Work, Final Design".

SP*82478-734

A discussion was held on the structure of the fee schedule for the final design, contingent on alternate types of structures. Initial thinking is that a separate fee schedule will be proposed for the alternate types. It was proposed by Sverdrup & Parcel that a cost-plus fee schedule be applied to the shop drawing checking in order to arrive at an equitable system of payment.

Mr. Edwards stated that in the final design there were two design factors he wishes emphasized. These were: 1. Attention shall be given to limiting the live load deflection to well under that allowed under the design specification. 2. The footings for the water piers shall be founded well below the natural streambed and shall be well riprapped. Final design of the substructure shall be such that anticipated maintenance will be almost nil for a minimum of thirty to forty years.

Sverdrup & Parcel was advised that a possible revision in the interchange on the Washington side of the river may affect the span arrangement in that area. The State will advise Sverdrup & Parcel of such revision if and when it occurs.

The foundation investigation and report for the crossing will be prepared for Sverdrup & Parcel by the consulting firm Cornell, Howland, Hayes & Merryfield. The foundation investigation is a key item in the first phase of the preliminary design study. Sverdrup & Parcel indicated that an allowance for possible additional foundation investigation, as required, should be included in the final design phase of the engineering agreement. The State will establish a survey base line for the crossing as a control line for the foundation investigation.

There may exist a problem with access to the line on the Washington side. The State will keep Sverdrup & Parcel advised on developments on this matter.

Sverdrup & Parcel requested that upon approval of the preliminary design proposal by the Highway Commission and the Bureau of Public Roads, that they be advised by letter of the intent of the Department to sign an engineering agreement. Though this letter of intent will not be binding they will accept this as a notice that they can proceed with their advance planning on the work.

There being no further business the meeting was adjourned.

Walter J. Hart

Walter J. Hart
Administration Bridge Engineer

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JUL 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

WJH:dh
cc Mr. Tom Edwards
Mr. A. E. Johnson
Mr. R. L. Schroeder
Mr. Bane
Mr. West

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JUN 16 1970
FORM E-30 (REV. 10-68)

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
June 8, 1970

NO
F. B. KLABOE

To: Memo To The Files

SUBJECT: UPRR-Columbia River Section
I-205
Negotiations with Port of Portland

Attached are two memos written by Mr. K. D. Limbocker relative to a meeting with representatives of the Port of Portland on May 22, 1970. These memos document this meeting.

Subsequently on June 4, 1970 a meeting was held in the office of D. J. Barbee in Salem with the following attending. D. J. Barbee, Adrian Olson, Clarence Swenson, Don Harwell, K. D. Limbocker, J. H. Versteeg and A. E. Johnson from OSHD; and Wally Bryant and Ernest Vallach of the BPR.

Various facets of a proposed agreement with the Port of Portland regarding the placing of dredged material were discussed.

(1) It was agreed that the land fill should be paid for on a cost basis, and that before and after measurements of the area being dredged were meaningless.

(2) The material to be placed in the present river area could be paid for in two ways.

  (a) Cost of entire fill (a truncated section) from the bottom of the river plus the cost of land before filling.

  (b) After the fill is placed to a general elevation above water, pay for land (based on filling cost of prism on 2:1 slopes) plus cost of fill above the general elevation.

(3) It was agreeable that the Port negotiate with the Corps of Engineers relative to cutting the present levee.

(4) We will require a preliminary contract, ideally in March, for demolition, clearing, frontage roads, culverts, etc.

(5) It was agreed we would attempt to obtain a commitment from Multnomah County for some participation in the future construction of Whitaker Freeway and their preference for access roads from East to West. We will also need the location of the crossing of the proposed Whitaker Freeway.

SP 52475-734

(6) The section from Airport Interchange to Sandy Interchange will be laid out for five lanes each way with side slopes of 4:1 to eliminate need for considerable guard rail. Mr. Barbee is to notify the Right-of-Way Department of the change in Right-of-Way widths.

(7) We will attempt to get the Port's plans for that area West of I-205 between the Columbia River and Columbia Slough in order to design temporary service.

(8) The matter of compaction was discussed and it was agreed that we would delete any requirement for compaction but insert a clause that if needed for additional compaction, the Port will furnish compaction equipment or any other needed equipment on a cost plus basis.

(9) Land Fill: The State should strip and stockpile top soil for future use on side slopes. There was discussion as to whether State or Port should build the side dikes for pumping and the feeling was to go along with Port's preference. Also we would not object to the Port placing smaller cross culverts to avoid problems of floating.

(10) The matter of how deep to place the land fill will be left to the Port with consideration for cross pipes.

(11) The State will install subsidence plates, however, this item will not be a part of the agreement.

At 3:00 PM on June 4, Mr. J. H. Versteeg, Mr. K. D. Limbocker and Mr. A. E. Johnson met with Mr. Robert Nordlander and staff of Multnomah County Public Works and obtained a plan of their preference for access and frontage roads and a definite location by station of the Whitaker crossing. The county proposed to substitute a structure for future Whitaker instead of 105th Avenue; and to substitute additional width for a south frontal road to replace the Liberty Street structure. The structure for Holman Street is to remain.

The County is to provide us at a later date a letter of commitment from the Multnomah County Board of Commissioners and copies of frontal road plans.

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:pb

cc: Fred Klaboe
D. J. Barbee
John Scott

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JUN 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
May 27, 1970

To: Memo To The Files

SUBJECT: Agreement with Port of Portland
UPRR-Columbia River
I-205

A meeting was held at 10:00 AM, Friday, May 22, 1970 at the offices of the Port of Portland. The following were present:

| | |
|---|---|
| A. E. Johnson | OSHD |
| J. H. Versteeg | OSHD |
| A. D. Olson | OSHD |
| Don Harwell | OSHD |
| H. V. Jackson | OSHD |
| John Castricano | OSHD |
| K. D. Limbocker | OSHD |
| E. R. Arnold | POP |
| Jack Stiller | POP |
| Don Koford | POP |
| K. N. Weber | POP |
| Lyle D. Thompson | POP |
| Lloyd Robinson | POP |

The first item of discussion was right of way purchase. This agreement will make reference to purchases with the fine points to be included in a supplemental or separate agreement.

The fact that no coverage of the riverside fill had been included in the rough draft and that this should be included as part B of the final document.

Discussion of the items contained in the rough draft were discussed in numerical sequence as follows:

Things to be done by the State:

1. No comment.

2. Right of Way discussed and will be included in general terms. It was brought out that purchase emphasis should be from north to south along line. Any problem properties would be condemned by the State for only that portion needed.

3. Drainage installations were brought up for discussion. Prior installation will not work due to floating action of hydraulic fill. It was suggested that the Port could make these installations after lower portion of embankment has been made.

...SULTANT ENGINEER
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MAY 27 1970
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4. No Disagreement.

5. Considerable discussion. Measurement of channel or inplace would be guide lines only. The project would be based on equipment rental type project with inclusion of maximum cost per yard to be paid by the State, inplace measure. The Port and the State will study further and suggest revisions to this section.

6. Data will be furnished. A resident engineer will be assigned. Determination of the diking procedure will be studied by the State and recommendations will be made.

Things to be Done by the Port.

1. No dissent.

2. Agreed to with explanation of what scheduling was required and the extent of data necessary for weekly progress reports.

3. Compaction requirements changed from 90% of relative maximum density to modified AASHO requirements. Port would like a 5% tolerance (ei) 85-95%. (Embankment placed to date has been averaging 92%.)

4. Hold Harmless clause referred to legal sections.

5. No dissent.

General Provisions

1. No Dissent.

2. To be worked out in detail in supplemental agreement.

Jack Stiller suggested that the definate limits for the dredge work be set forth in the agreement. Reference primarily to the southerly limit.

Both parties will continue to review this document and prepare suggested changes. A two week deadline was set on submittal of revisions and restudy at which time another meeting will be scheduled.

K. D. Limbocker
Metropolitan Design Engineer

KDL:pb

FORM E-20 (REV. 10-69)

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
May 7, 1970

To: Memo To The Files

SUBJECT: UPRR-Columbia River Section
I-205
Agreement

This date Don Harwell called regarding the arranging of a meeting for discussion of the technical points of the agreement with the Port of Portland concerning dredge material.

I contacted Jack Stiller and arranged a meeting at 10:00 AM, Friday, May 22, 1970 at the Port's offices. I have informed Mr. Harwell, Mr. A. E. Johnson, Mr. Hal Versteeg and Mr. John Scott of said meeting.

Don Harwell asked that a review of the existing agreement be made and in addition the following points be discussed prior to the meeting:

1. Schedule of operation
2. Unit prices
3. Basis of Measurement
4. Compaction
5. Other related requirements

As per John Scott's letter to Dave Moerhing, re:incorporation of the right of way acquisition, some discussion of this problem should preceed this meeting.

Pre Meet 10:AM MAY 18, 1970

K. D. Limbocker
Metropolitan Design Engineer

METROPOLITAN ENGINEER
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MAY 7 1970
ME AME AME MOE MCE MTE

KDL:pb

BP 92479-734

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MAY 27 1970

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# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

May 15, 1970

To: Mr. F. B. Klaboe
Asst. State Highway Engineer

SUBJECT: Port of Portland
R/W Agreement
Columbia River Bridge -
U.P.R.R. Section
East Portland Freeway

BUILDING

NOTED
F. B. KLABOE

Attached is a copy of a memo to the file prepared by John Scott, wherein he has suggested a number of points which should properly be incorporated into any agreement we enter into with the Port of Portland for the land required for the northerly end of I-205.

Mr. Scott's recommendations are well taken, and I, too, recommend that they be included in any agreement we enter into with the Port.

D. H. Moehring
Right of Way Engineer

DHM:JP
Attachment
cc John K. Scott

5-27-70
cc Cot, Barker

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MAY 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (12-67)

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

5821 N. E. Glisan Street

May 14, 1970

To: MEMO TO THE FILE

SUBJECT: Port of Portland
R/W Agreement
Columbia River Bridge -
U.P.R.R. Section
East Portland Freeway

Approximately 50% of this section will be involved in a cooperative operation with The Port. This involvement will vary from partial to entire takings of presently owned Port property. On the West side of the Highway R/W the involvement with The Port will be of the nature where the Highway will be acquiring part of an ownership with The Port acquiring the remainder.

The following is suggested as salient points for procedure in the inter-agency relationship:

PORT OF PORTLAND PROPERTY -

1. In takings from Port property where The Port has acquired the property within the last 12 months, we shall option the R/W at the pro rata cost to The Port based on their appraisals with copies of the appraisals being furnished for our files.

2. For property purchased by The Port more than 12 months previously, we shall appraise the takings on the appraisal formula of a taking only, no damage to remainders lying West of the Highway R/W.

COMBINED TAKINGS BY HIGHWAY AND PORT -

1. The State will appraise all such property on a before and after appraisal using fee appraisers as would be required by Highway and BPR policy.

2. The Port agrees to participate in the purchase cost of the entire property on a pro rata formula of actual area in each taking, including land and improvements.

3. The State will negotiate to option the entire property.

4. The State shall process all closing of the transaction with deeds drawn to The Port for their part and in favor of the State for the State's part.

5. The Port shall be responsible for any additional appraisals covering The Port's part of the taking which may be required by The Port's appraisal policy.

6. Where purchase by option is not possible, the State shall proceed in condemnation on only the taking required for Highway R/W. The Port may or may not choose to join in or condemn simultaneously for the remaining property.

In all cases where the State's taking necessitates relocation, the State shall give such assistance and meet such costs. In cases where the combined Port and State takings necessitate relocation, the cost shall be a part of the pro rata cost to each agency. In the case where The Port's taking is the cause for relocation, the costs shall be met solely by The Port to the extent called for by their agency's policy.

JOHN K. SCOTT
DISTRICT RIGHT OF WAY
SUPERVISOR

JKS:RR

cc D. H. Moehring
A. E. Johnson
D. N. Harwell

8905

RECEIVED
MAY 18 1970
FOR FILING

May 15, 1970

Howard, Needles, Tammen & Bergendoff
1326 Fifth Avenue
Seattle, Washington 98101

Howard, Needles, Tammen & Bergendoff
7500 West 95th Street
Overland Park, Kansas 66212

Gentlemen:

Re: Washington State Line-Sunnyside Road
Interchange Section, East Portland
Freeway (I-205), Multnomah County

As discussed at the meeting yesterday, I am enclosing a layout sheet on our original interchange design opposite Johnson Creek Boulevard. This was made up on the basis of local connections to Lester Avenue and Fuller Road and an extension westerly of Lester Avenue to the existing intersection of 82nd Avenue and Johnson Creek Boulevard.

Also enclosed is a copy of our submission to the Coast Guard for the proposed Columbia River Bridge which indicates the horizontal and vertical clearance at the main channel and the small craft channel. Pier location and span lengths have not been definitely established. This application was based on a six-lane facility utilizing separate structures spaced so that they could be widened symmetrically to provide an eight-lane facility.

If you have any questions, please contact me.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

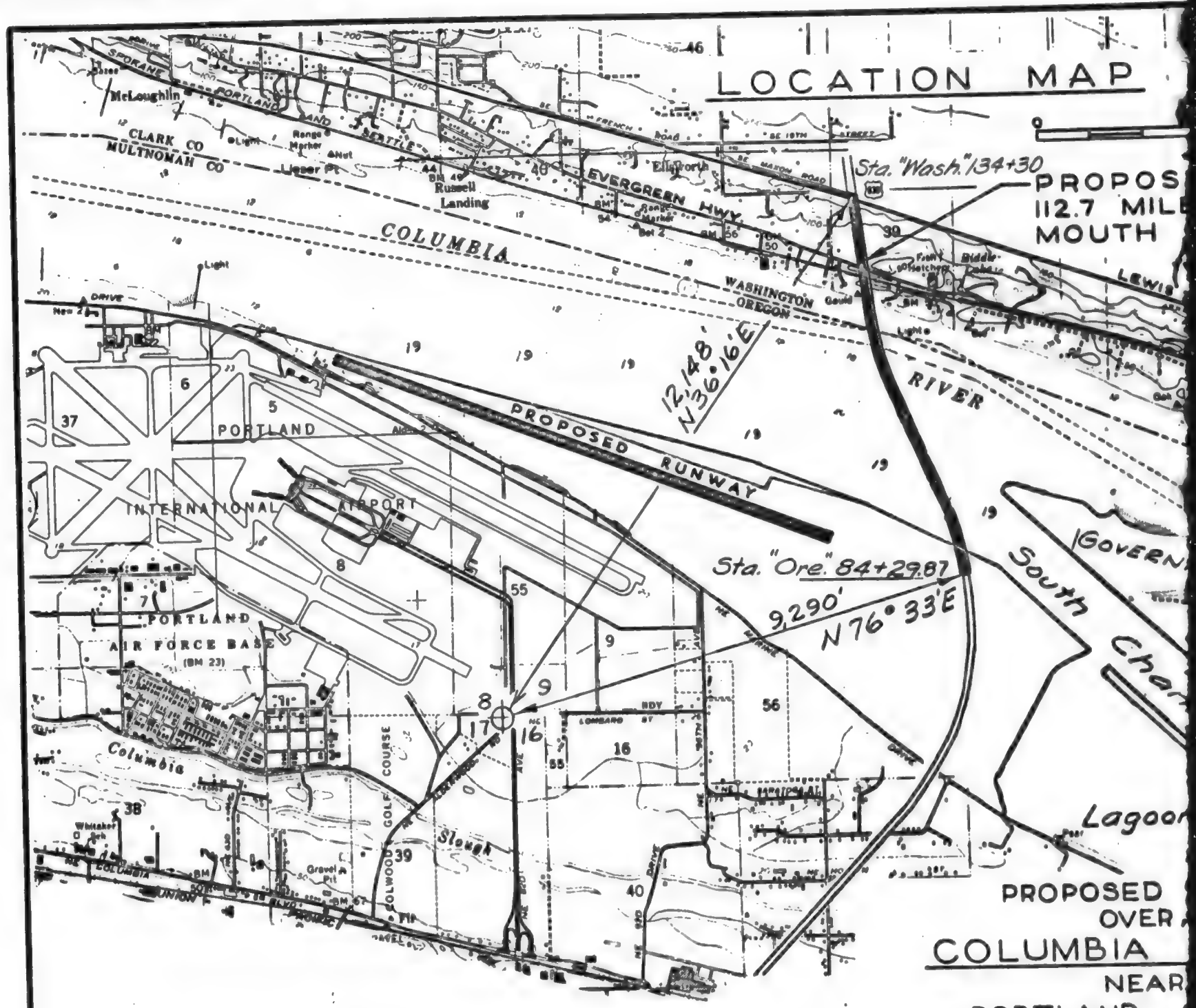
cc: Forrest Cooper
R. L. Porter
D. J. Barbee
A. E. Johnson

ADO:jp srb

Enclosures

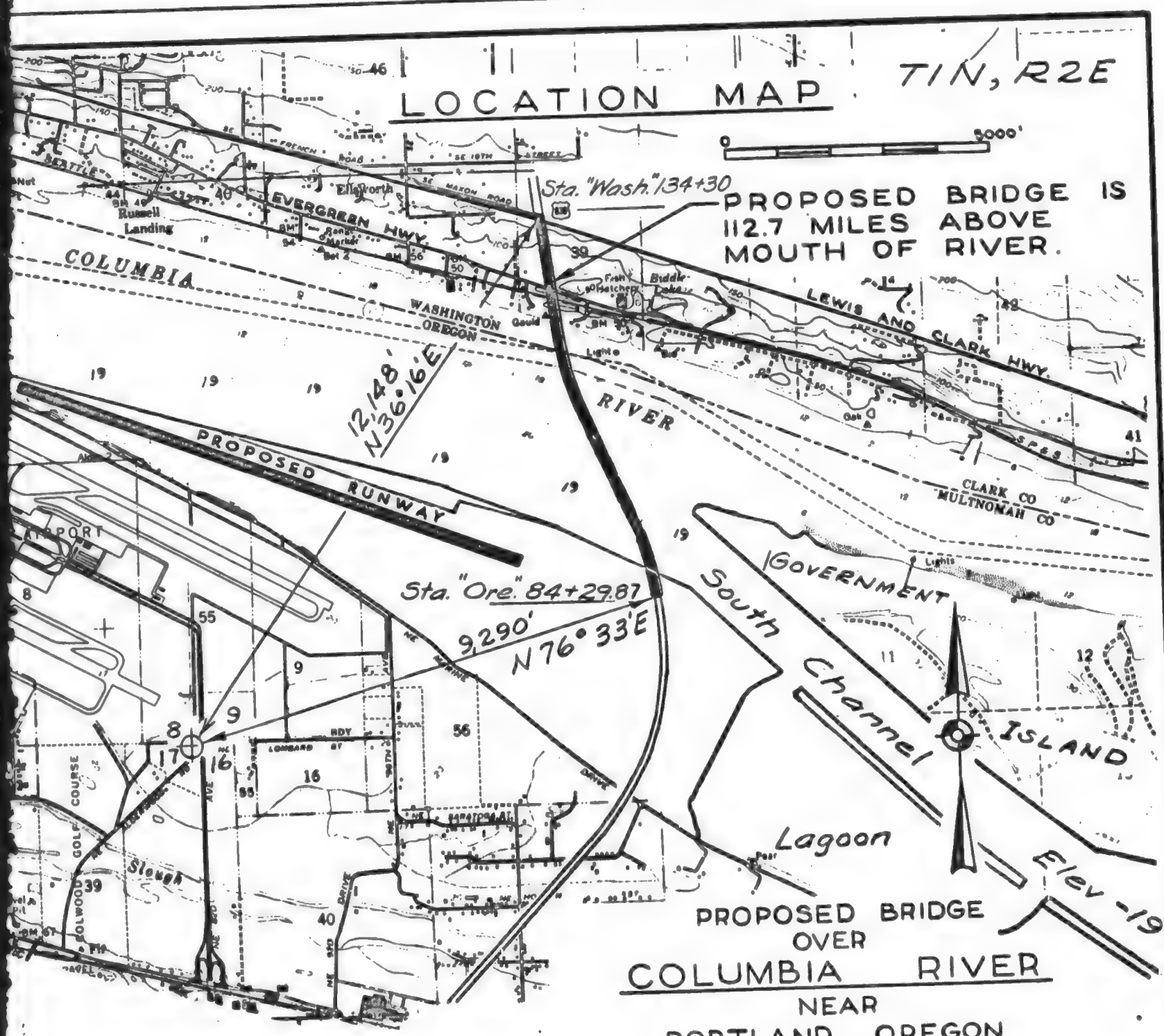
(copies of the draft with enclosures mailed to each address 5-15-70)

# LOCATION MAP

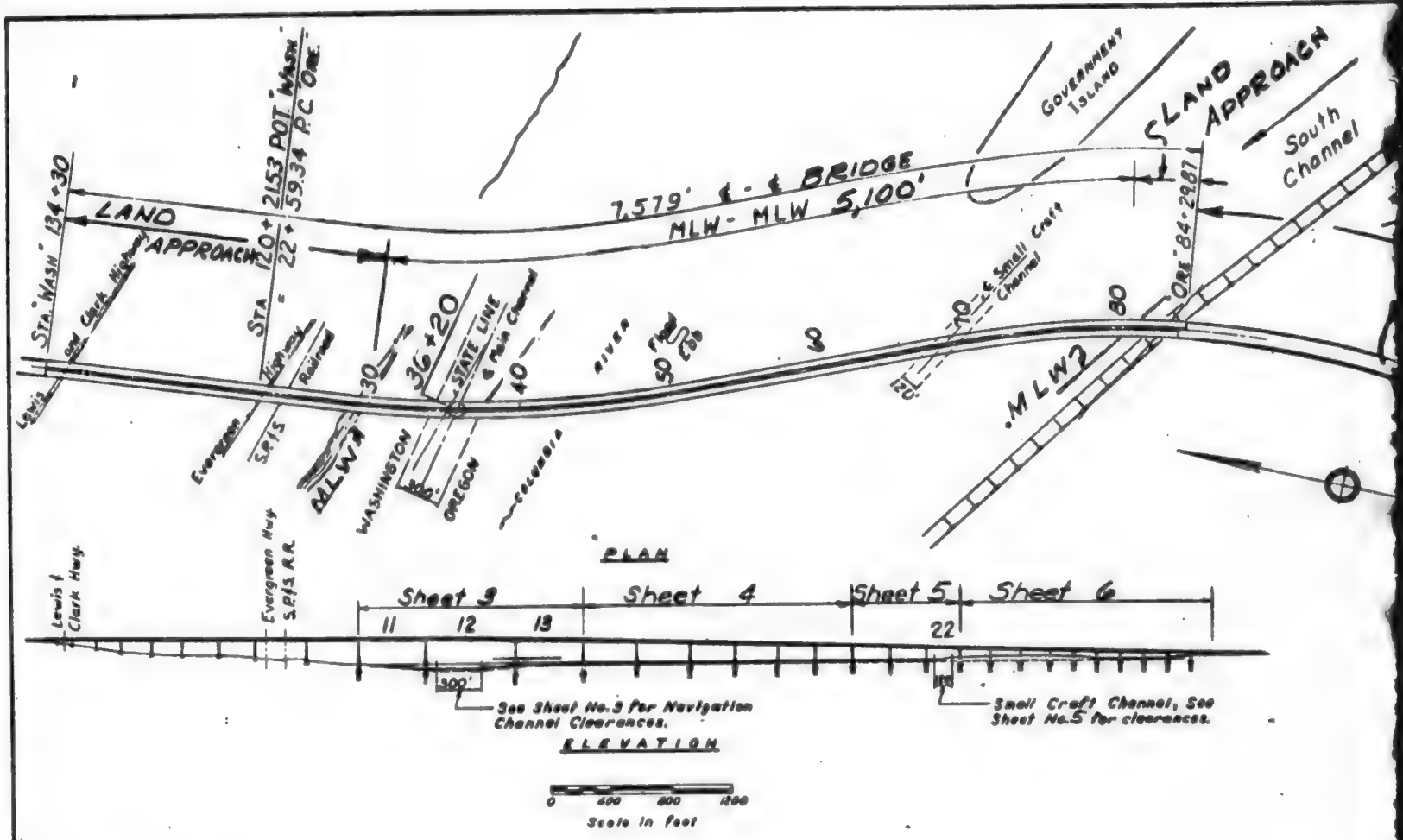


# LOCATION MAP

T1N, R2E




LAND




Note:
See sheets 3, 4, 5 and 6 for all horizontal and vertical clearances in water spans.

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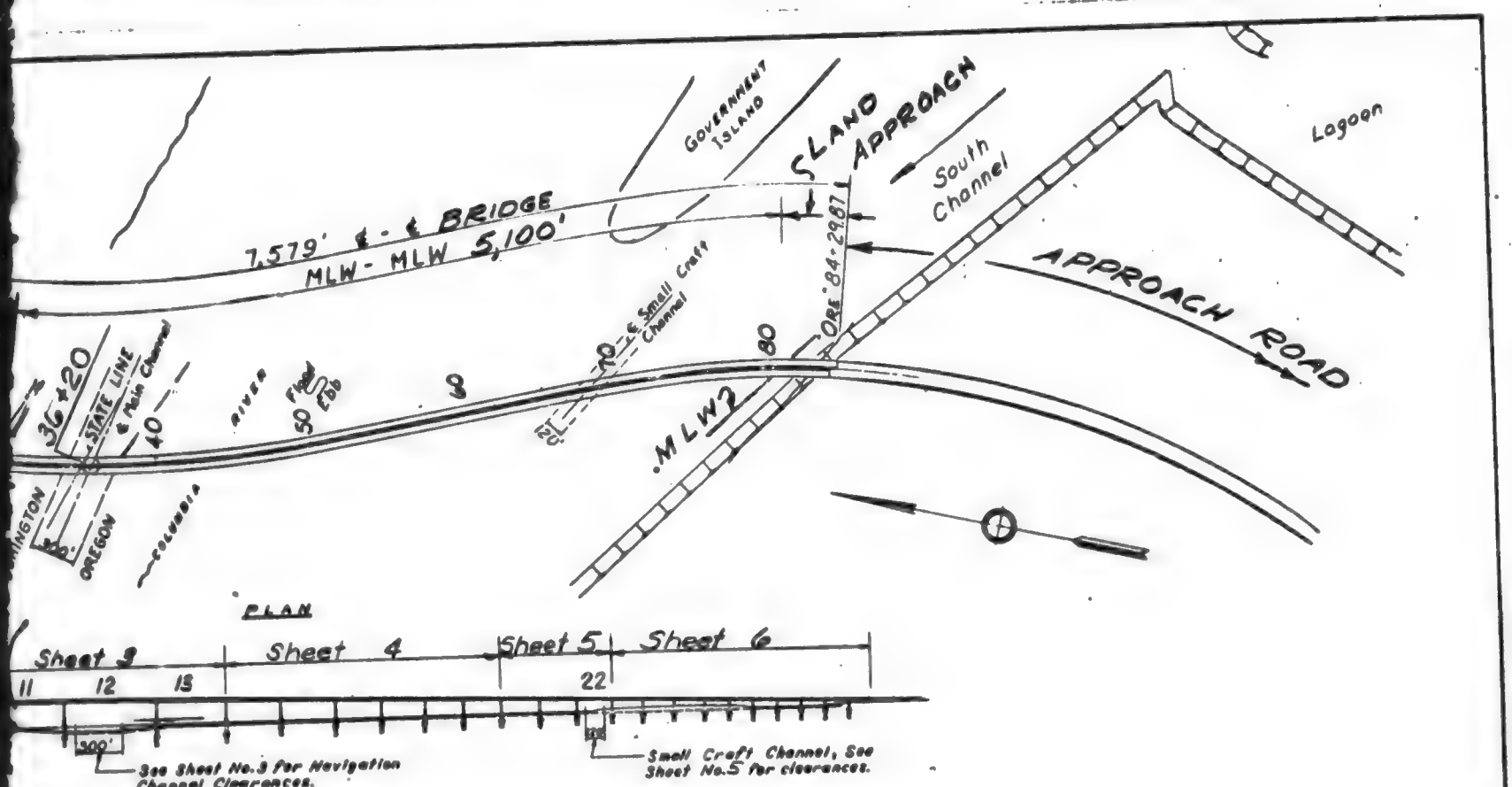
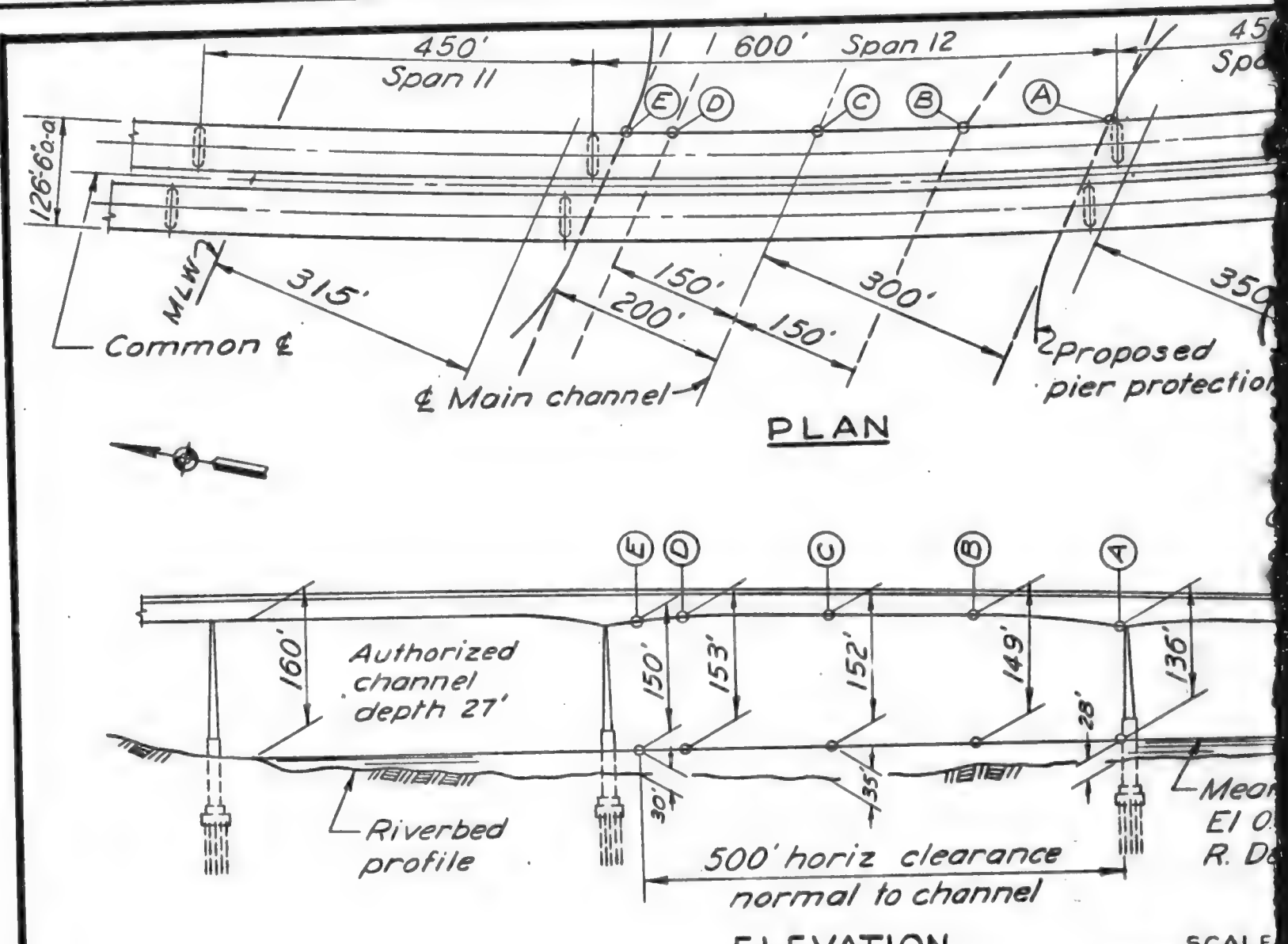
NOVEMBER 21, 1969




PROPOSED BRIDGE
OVER
COLUMBIA RIVER
NEAR
PORTLAND, OREGON
MULTNOMAH COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
NOVEMBER 21, 1969 SHEET 2 OF 6

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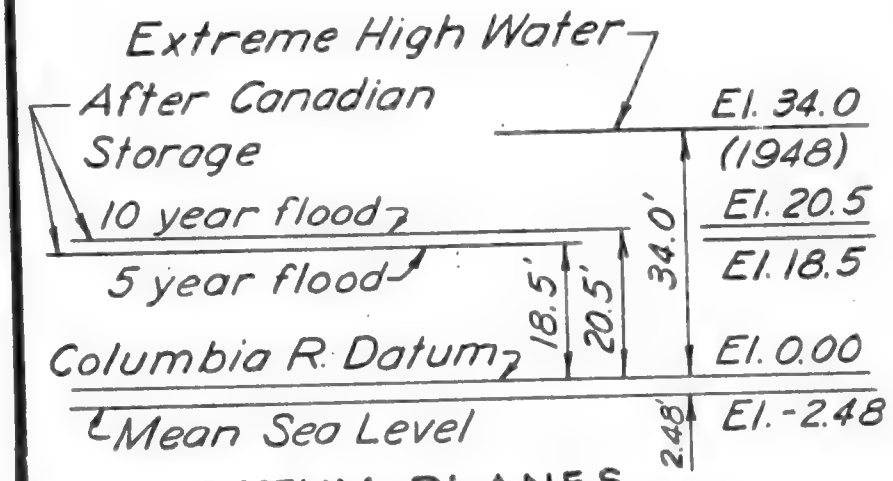


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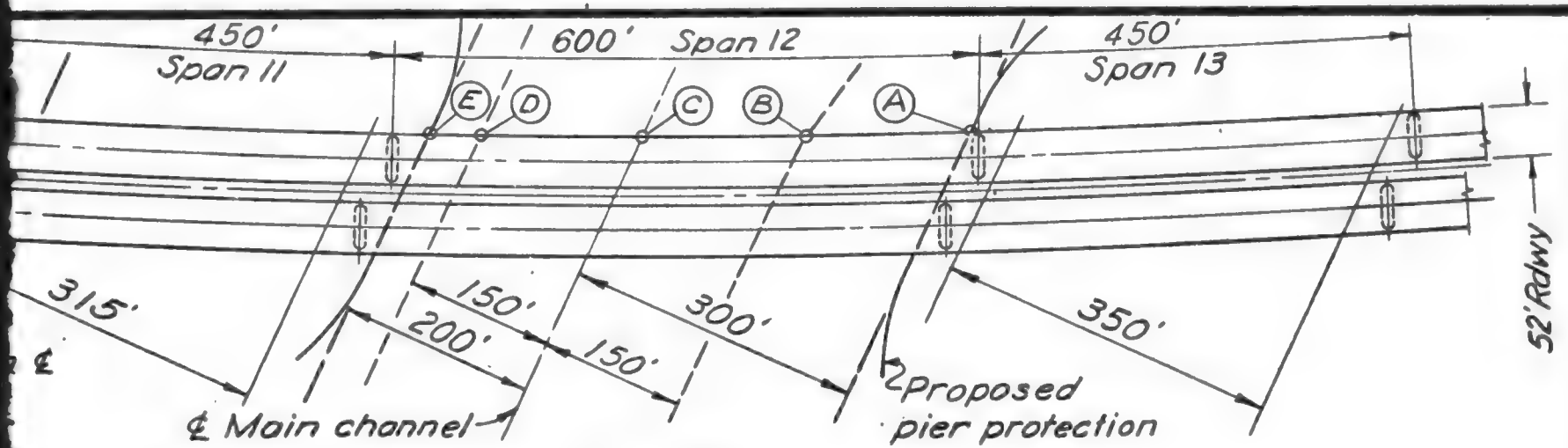


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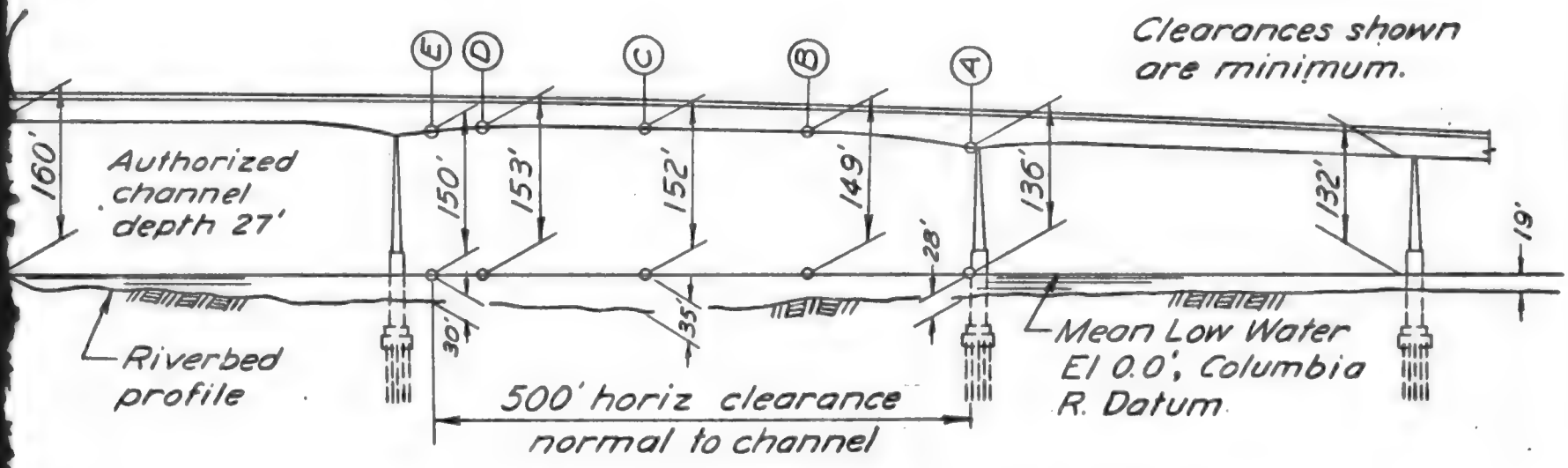


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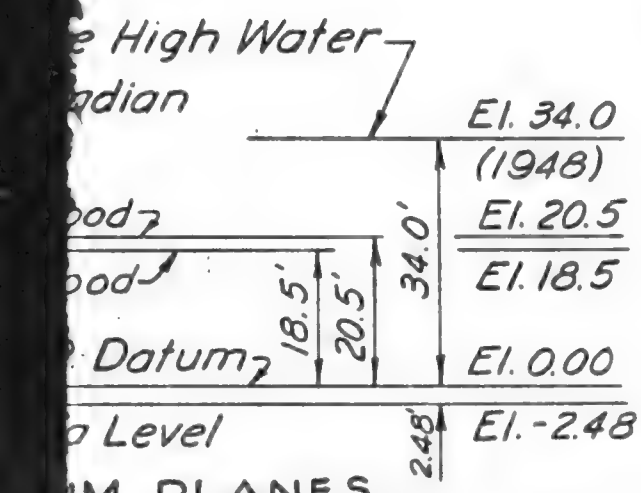


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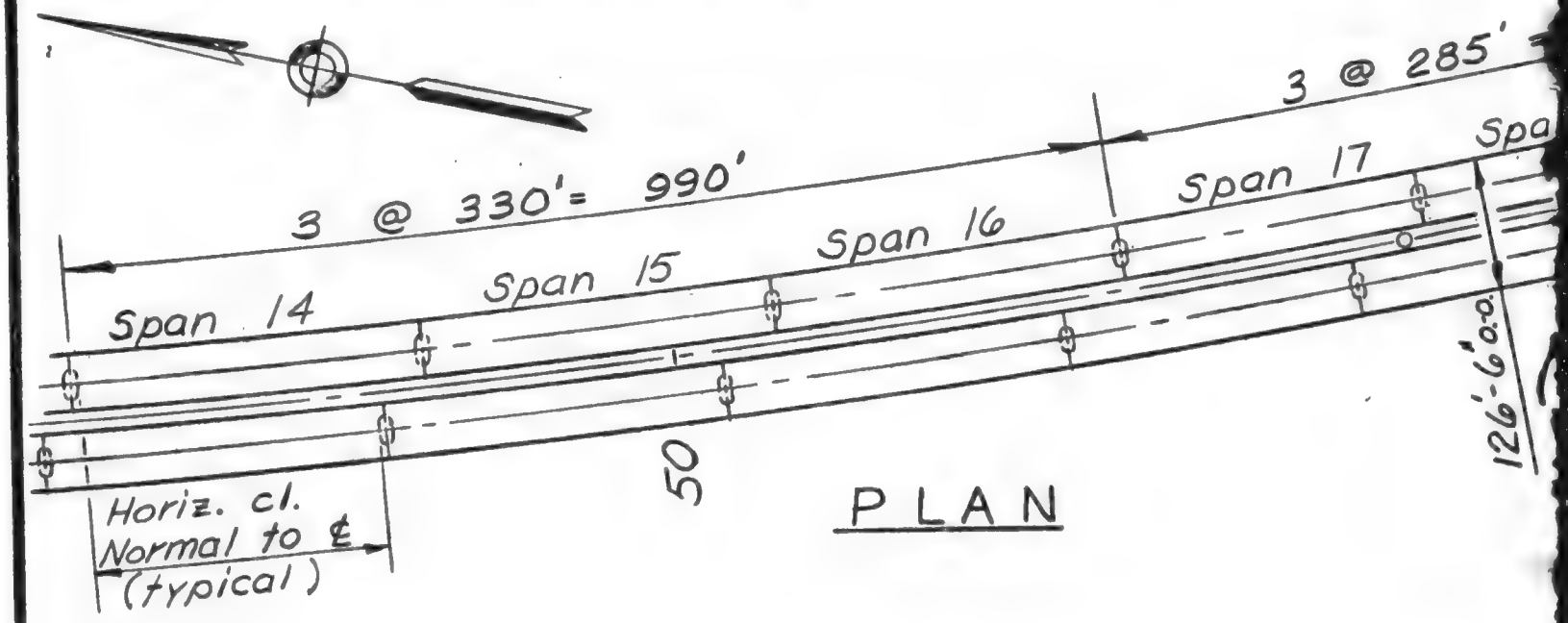
PROPOSED BRIDGE
OVER
# COLUMBIA RIVER
NEAR
PORTLAND, OREGON
MULTNOMAH COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
NOV 21, 1969 SHEET 3 OF 6

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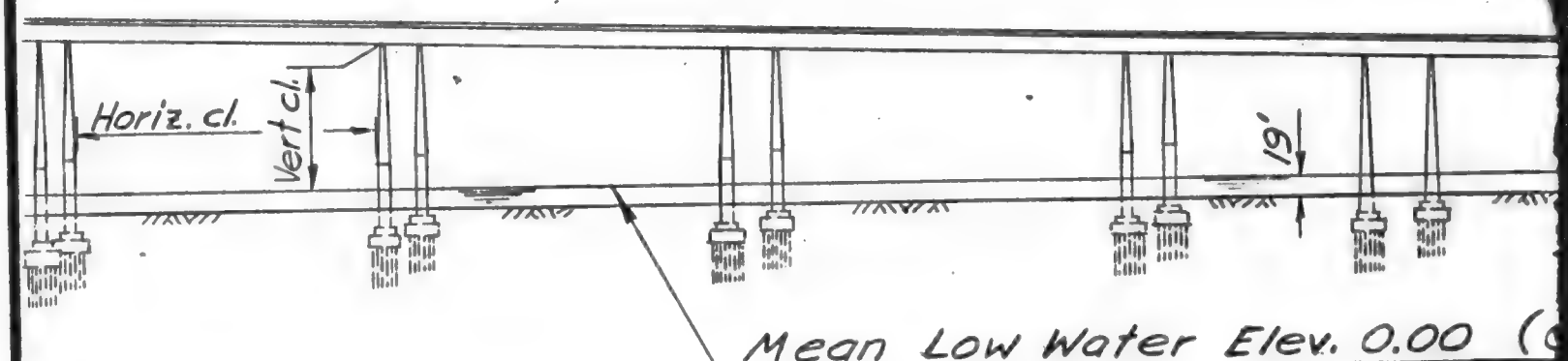


ELEVATION

| SPAN | HORIZ. CL | VERT. CL. |
|---|---|---|
| 14 | 275' | 128' |
| 15 | 265 | 119 |
| 16 | 250 | 111 |
| 17 | 200 | 107 |
| 18 | 195 | 99 |
| 19 | 180 | 91 |

0 100 200 300

Scale in feet

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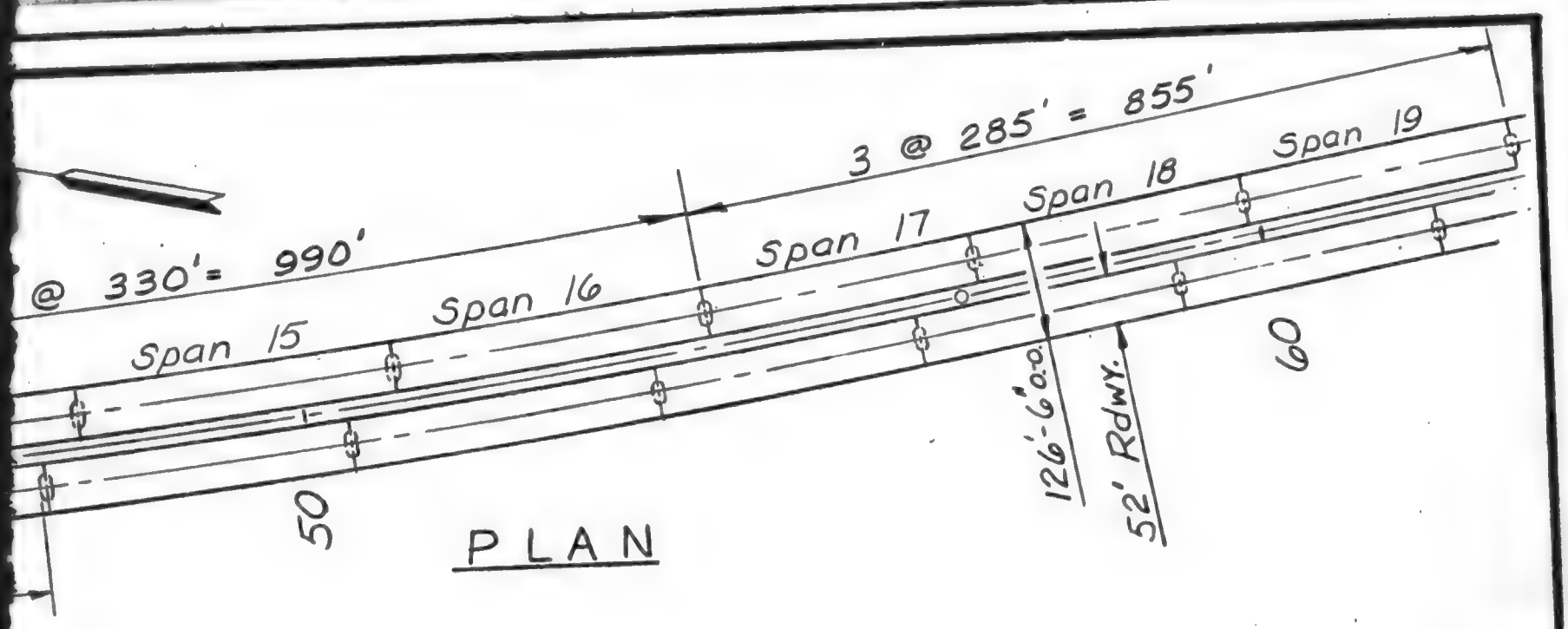


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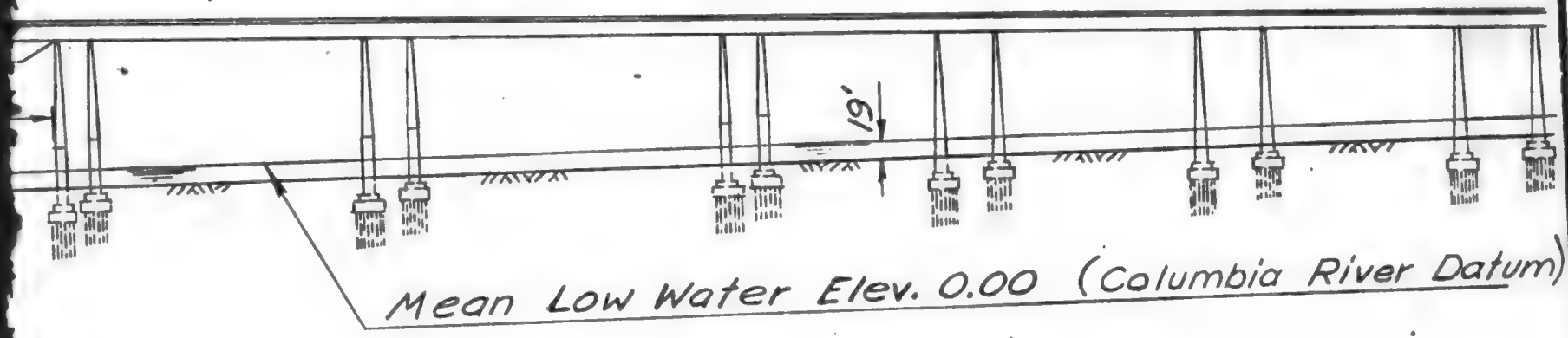


ELEVATION

| RIZ. CL | VERT. CL. |
|---|---|
| 275' | 128' |
| 265 | 119 |
| 250 | 111 |
| 200 | 107 |
| 95 | 99 |
| 180 | 91 |

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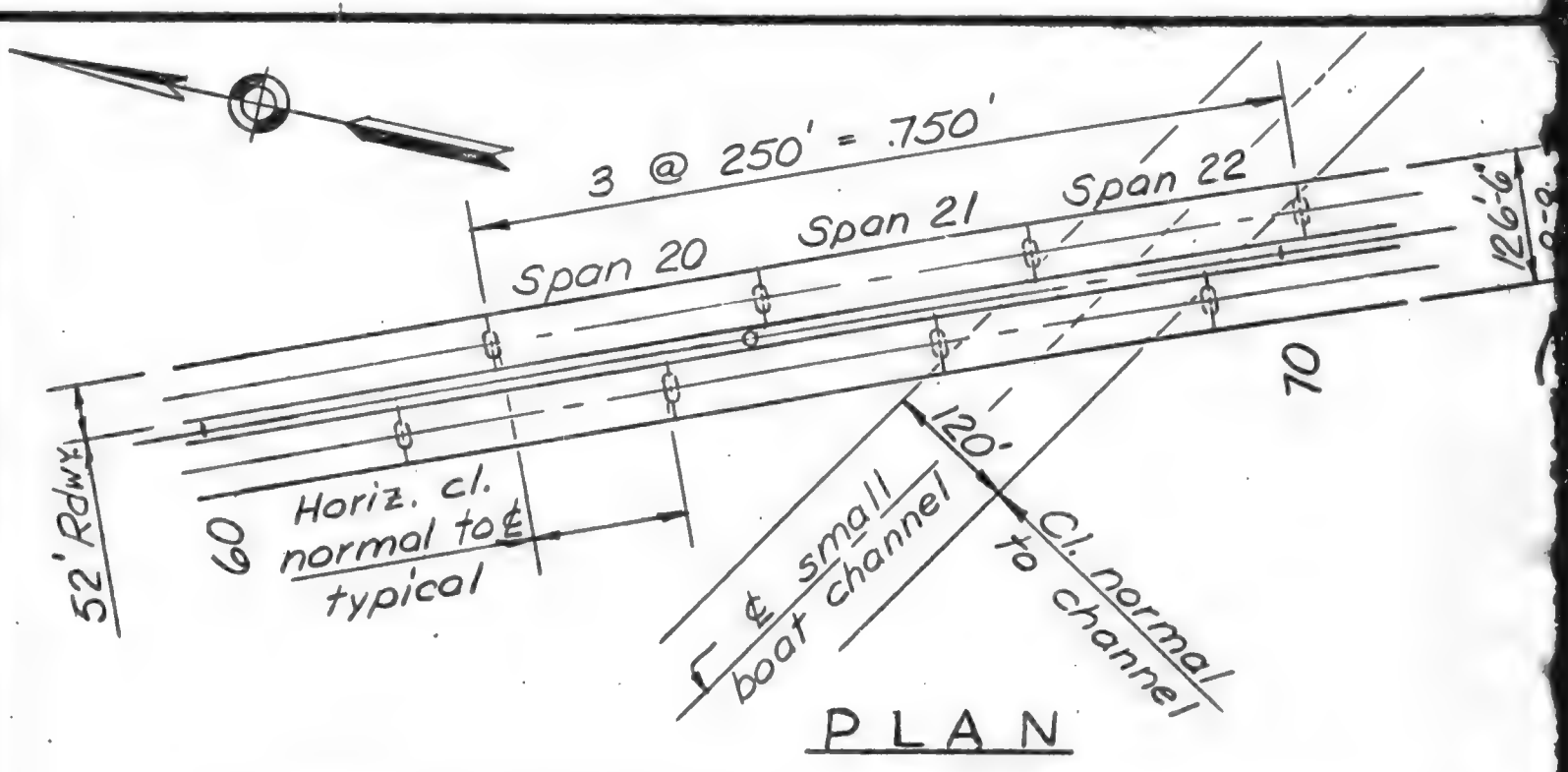
Scale in feet

PROPOSED BRIDGE
OVER
# COLUMBIA RIVER
NEAR
PORTLAND, OREGON
MULTNOMAH COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
NOV. 21, 1969

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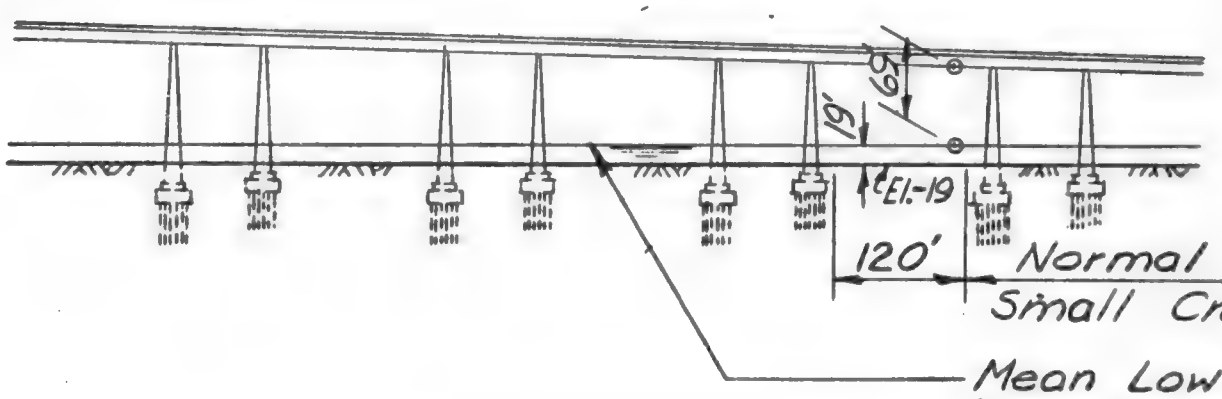


ELEVATION

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Scale in Feet

| SPAN | HORIZ CL. | VERT CL. |
|---|---|---|
| 20 | 150 | 87 |
| 21 | 150 | 78 |
| 22 | 150 | 69 |

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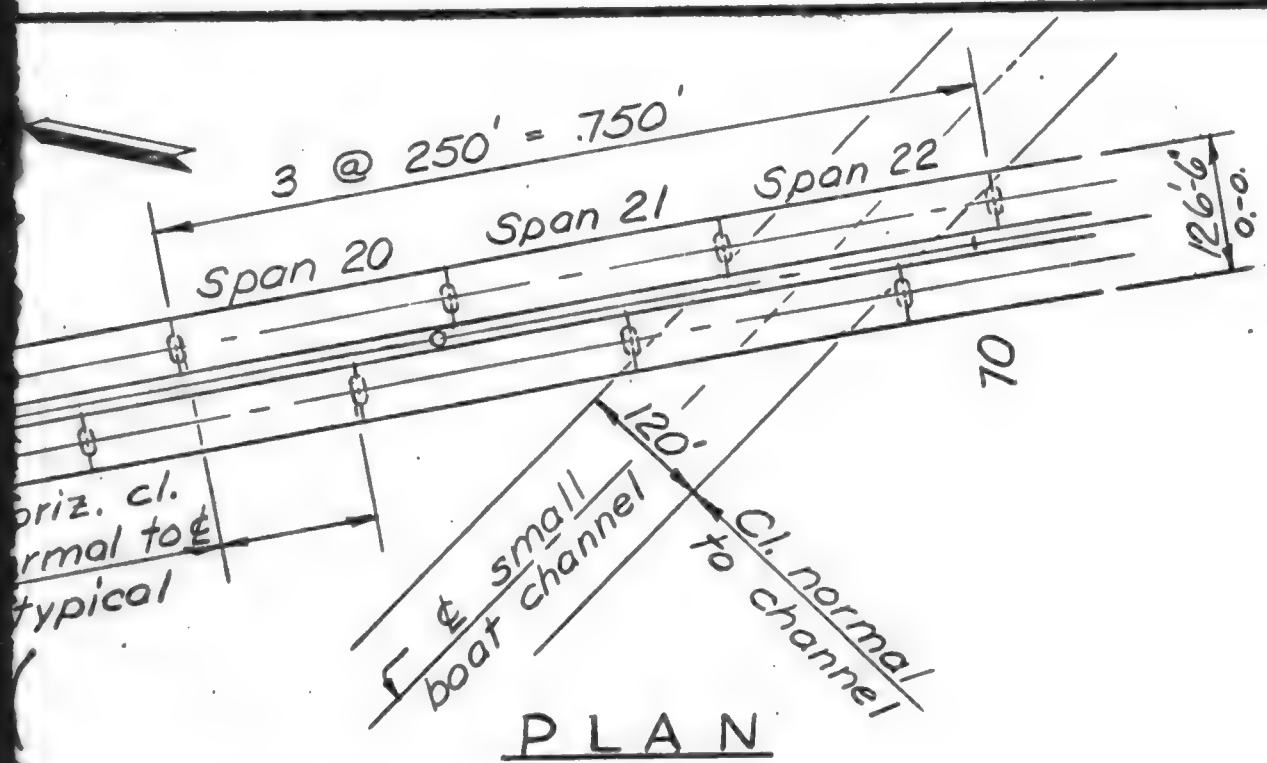


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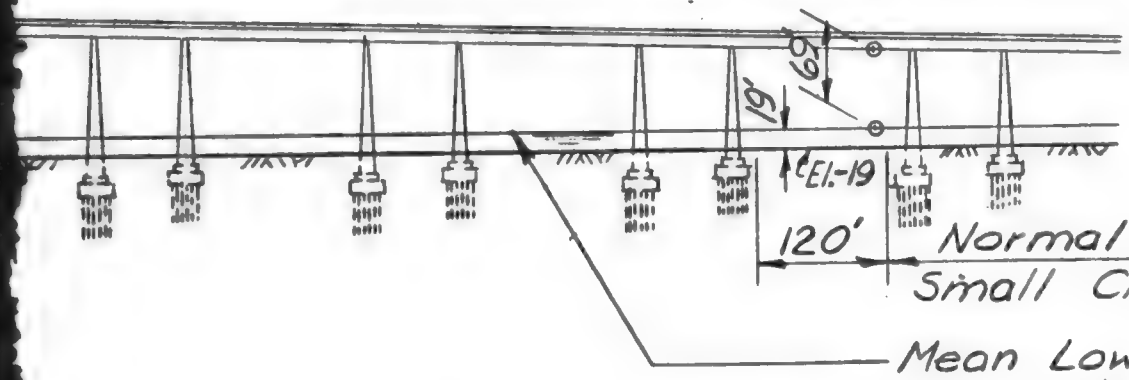


ELEVATION

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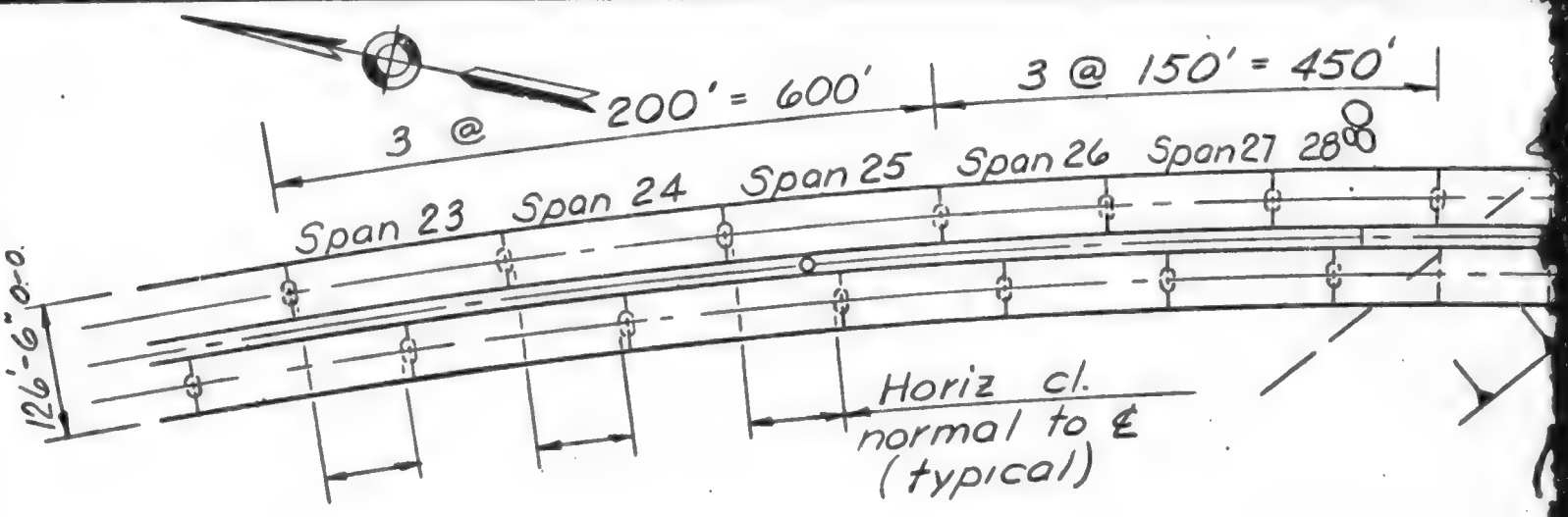
| RIZ | VERT CL. |
|---|---|
| 0 | 87 |
| 0 | 78 |
| 0 | 69 |

PROPOSED BRIDGE
OVER
# COLUMBIA RIVER
NEAR
PORTLAND, OREGON
MULTNOMAH COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
NOV 21, 1969 SHEET 5 OF 6

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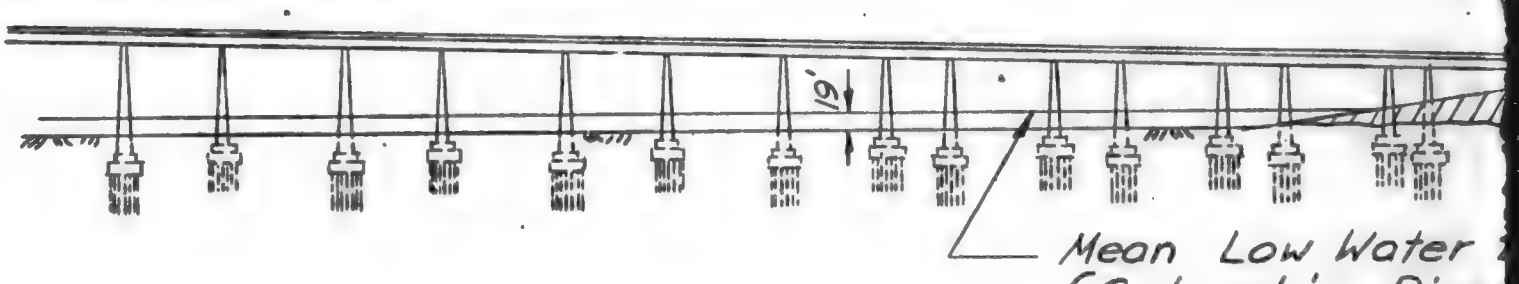


ELEVATION

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Scale in feet

| Span | Horiz Cl | Vert Cl |
|---|---|---|
| 23 | 90' | 67' |
| 24 | 90' | 60' |
| 25 | 90' | 53' |
| 26 | 80' | 46' |
| 27 | 80' | 42' |

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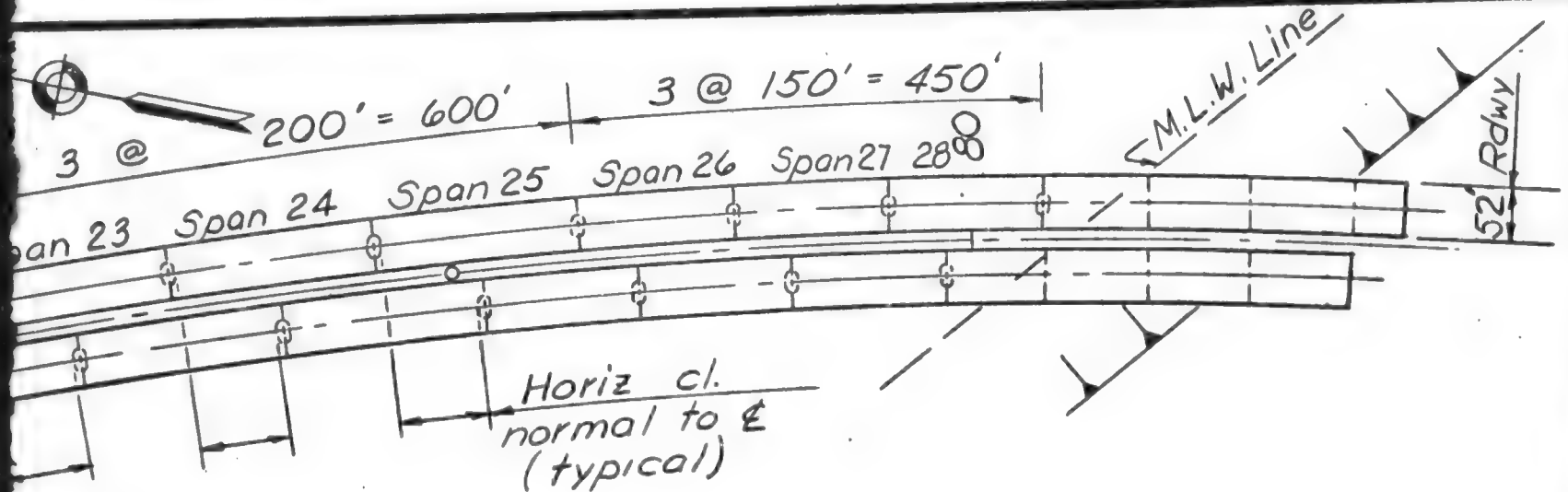


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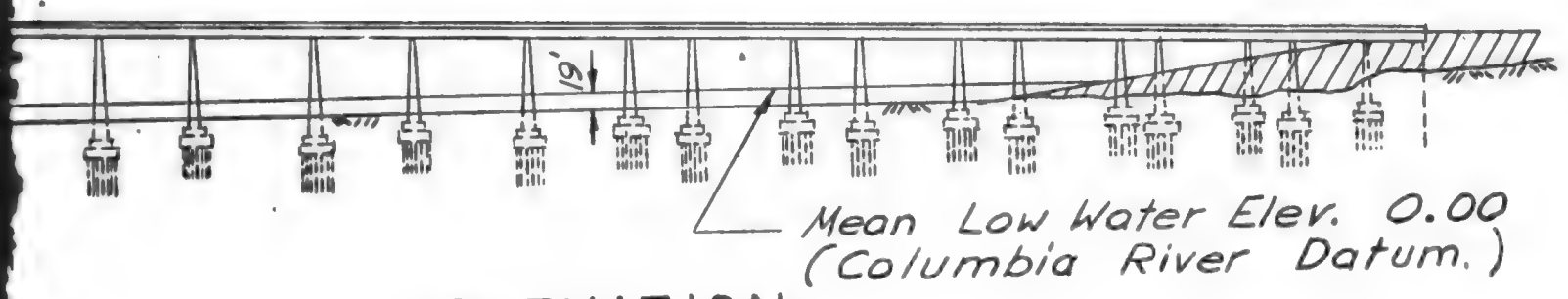


ELEVATION

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Scale in feet

| CL | VERT CL |
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| | 67' |
| | 60' |
| | 53' |
| | 46' |
| | 42' |

PROPOSED BRIDGE
OVER
# COLUMBIA RIVER
NEAR
PORTLAND, OREGON
MULTNOMAH COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
NOV. 21, 1969 SHEET 6 OF 6

EXECUTIVE DEPARTMENT

CAPITOL BUILDING, SALEM, OREGON 97310

5-15-

MEMORANDUM

TO: Agency Addressed
FROM: Program Planning Division
SUBJECT: Notices of Intent to Apply for Federal Aid

The following is a listing of Notices of Intent received by the Federal Aid tion Unit during the week ended May 8, 1970.

Distribution of information relative to these projects has been made to the state agencies for review. If your agency was not included in the distribution and for a particular reason, to examine and comment on any of the proposals, please advise Federal Aid Coordination Unit. Necessary information will be supplied as promptly as The request may be made in writing or by telephone.

| Date Received | Applicant | Project Description | Location |
|---|---|---|---|
| 5-4-70 | Highway Division | Furnberg Park Acquisition | Milwaukie |
| 5-6-70 | Highway Division | Fed. Aid Interstate - Columbia River Br. - U.P.R.R. Sect. East Portland Freeway, Multnomah County | Portland |
| 5-6-70 | Highway Division | Fed. Aid Interstate - Pac. Hwy. East Interchange | Portland |
| 5-6-70 | Seaside | Construction of Sanitary Sewer Collection System | Seaside |
| 5-7-70 | Gardiner Sanitary District | Construct Complete Sewer System | Gardiner |

RECEIVED
MAY 15 1970
FOR CLEARANCE

8905

NOTE
F. B. KLA

EXECUTIVE DEPARTMENT

CAPITOL BUILDING, SALEM, OREGON 97310

5-15-70

sed
ing Division
tent to Apply for Federal Aid

is a listing of Notices of Intent received by the Federal Aid Coordina-
ek ended May 8, 1970.

of information relative to these projects has been made to the appropriate
ew. If your agency was not included in the distribution and you desire,
to examine and comment on any of the proposals, please advise the
n Unit. Necessary information will be supplied as promptly as possible.
in writing or by telephone.

| nt | Project Description | Location | Admin. Dist. |
|---|---|---|---|
| ision | Furnberg Park Acquisition | Milwaukie | 2 |
| ision | Fed. Aid Interstate - Columbia River Br. - U.P.R.R. Sect. East Portland Freeway, Multnomah County | Portland | 2 |
| ision | Fed. Aid Interstate - Pac. Hwy. East Interchange | Portland | 2 |
| | Construction of Sanitary Sewer Collection System | Seaside | 1 |
| istrict | Construct Complete Sewer System | Gardiner | 6 |

NOTED
F. B. KLABOE

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RECEIVED
MAY 4 - 1970
FOR FILING

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 9723
April 29, 1970

To: Memo To The Files

SUBJECT: Airport Interchange
Marine Drive-NE Columbia Boulevard
East Portland Freeway

A meeting was held in Robert Nordlander's office at 10:00 AM, April 28. Subject was the airport interchange and local street service to the area adjacent to I-205.

Multnomah County presented a plan with freeway structures on NE Holman Street and Whittaker Expressway. Their airport interchange had two loops, two fully directional moves and several ramps. This proposal did not give direct service to the proposed Columbia Bay Recreational area and was unacceptable to the representative from the Port of Portland.

Jack Stiller from the Port presented the following traffic projections for the airport interchange.

(a) Airport terminal peak hour . . . . . 4800
(b) Industrial complex peak hour . . . . . 2640
(c) Columbia Bay Recreational area peak hour . . . . . 4800

These figures are based on the ultimate development of the airport with no reduction in numbers for mass transit. We suggested to Mr. Stiller that the Airport's traffic projection should be based on 1990, our design year.

Mr. Nordlander suggested an alternate route was needed from the air terminal to the south. This route would go under the south runway and eventually tie into a northeast freeway.

None of the design or traffic problems were resolved.

A second meeting on this subject is scheduled on Friday, May 1, at 10:00 AM. Mr. Nordlander has requested that Bob Schroeder, Assistant Traffic Engineer, attend.

Present from the Port were Al Benkendort and Jack Stiller; from Multnomah County were Roy Bennett, Robert Nordlander, Thor Lyshaug and Bill Whitfield; from the Highway Department were Ken Limbocker and Hal Versteeg.

We stressed the need for an immediate decision as our schedule was based on starting the hydraulic fill by June 1, 1971.

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

RECEIVED
MAY 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JHV:pb
cc: D. J. Barbee
F. D. Morgan
~~F.~~ B. Klaboe
Robert Schroeder

SP 02475-734

Box 3529 Portland, Oregon 97208 (503) 224-4260

February 13, 1970

Oregon State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

Attention: Mr. A. E. Johnson

Gentlemen:

SUBJECT: Portland International Airport - Streets and Roads - I-205

At our last meeting in your office I promised to provide you with any information which may assist your people in the design of I-205.

A recent letter from Burns & McDonnell, our engineering consultant, states:

> As you know, PIA has been planned to serve 3,000,000 annual enplaning passengers in 1980 growing to an ultimate of 12,000,000 by the year 2000. Using past history and factors experienced today at PIA and other similar airports it was possible to develop detailed criteria related to the above passenger totals.
>
> The factors when applied to the above annual totals produced median peak day enplaning passenger totals of 11,200 in 1980 and 44,800 in 2000 and median peak hour totals of 1010 in 1980 and 4040 in 2000. Vehicular traffic associated with these passenger totals normally average 1-1/2 per enplaning passenger. Thus the expected median peak hour vehicular traffic to the terminal would become 1500 in 1980 and 6000 in the year 2000. Other vehicles to cargo, commercial and general aviation areas are estimated to be 20% of the above resulting in total expected median peak hour vehicular traffic into PIA of 1800 and 7200 respectively. For planning purposes it has been assumed that 20% will use the 82nd Avenue entrance and 80% the I-205 entrance.
>
> It is important to note that the factors used considered historical data all as related to today's and the near future transportation

METROPOLITAN ENGINEER
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media and current habits of the public. It is probable that at some future date more passengers will utilize some form of mass transit, hence tending to reduce the totals significantly.

The assumed percentage split between 82nd Avenue and I-205 is subject to the influence of area road planning, population growth by area, etc. As an example, early development of what has been referred to as the "Rose City Freeway" along the Columbia Slough * could be a significant factor.

Burns & McDonnell have also suggested a location for the airport interchange, and our Planning Section has been asked to review this suggestion. Our people are also reviewing the interchange and its relationship to Marine Drive and the proposed Columbia Bay project.

We will provide you with the results of this review as soon as it is completed.

Sincerely,

J. R. STILLER
Assistant Manager
Aviation Projects

JRS:car

* Called Whitaker Freeway by PVMTS.

8405

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MAR 20 1970

FOR FILE

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 10, 1970

To: Memo To The Files

SUBJECT: Meeting with P.I.A.
Re: Dredge Material
I-205

A meeting was held Friday, March 6, 1970 in the Metropolitan Division office. The following were in attendence:

| | |
|---|---|
| Jack Stiller | Port of Portland, Liaison |
| Don Koford | " " " Dredge Coordinator |
| Ken Weber | " " " Dredge Engineer |
| A. E. Johnson | Metropolitan Engineer |
| John K. Scott | Right of Way Supervisor |
| K. D. Limbocker | Metropolitan Design Engineer |

Mr. Stiller presented the tentative dredging schedule worked out by his staff. The pertinent point was the pumping of the material for the I-205 fill beginning January, 1971 and lasting for about three months. The indication was that there is little if any flexibility to this schedule.

The quantities of material required were given to Mr. Stiller and the supporting data will be duplicated and furnished to the Port the early part of this week—March 10, 1970.

Discussion was held on the necessary scheduling of State work in order to be able to accept the dredge material at this earlier date and the possibility of stockpiling the material in the event the due process could not be completed in time for an early contract.

It was stated that the scheduling would have to be tight in order to meet the deadline and that possible leasing of stockpile sites should be thoroughly investigated. Mr. Stiller requested cooperation from our Right of Way Department in reviewing possible lease sites to insure that there would be no conflict of interest.

Drainage of the area was discussed to some extent. However, it was not brought out that all of our drainage facilities should be in place prior to dredge placement. This would call for one 18-inch culvert, one 36-inch culvert, one 54-inch culvert and a major installation involving a box culvert or multiplate pipe. (In view of the curing time and the tight schedule, the box culvert consideration may be ruled out.)

Provision for traffic was not discussed except for the need of early determination of required frontal facilities.

Mr. Stiller requested that a representative of our Soils & Geology Department contact him for discussion of mutual problems and specifically the determination of anticipated subsidence. (I contacted Dan Gano and requested that he arrange a meeting with Mr. Stiller.)

The meeting was concluded at 3:20 P.M.

A. E. Johnson
Metropolitan Engineer

by

K. D. Limbocker
Metropolitan Design Engineer

KDL:lh
cc: F. B. Klaboe
D. J. Barbee
F. D. Morgan

FORM E-30 (REV. 10-69)

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 6, 1970

To: Memo to the File

SUBJECT: Meeting with Port of Portland
Dredging Operations for
Portland International
Airport and I-205

On March 6 a meeting was held in the office of the Metropolitan Engineer with representatives of the Port of Portland concerning dredging operations for the Portland International Airport and for I-205. Present for the Port were Jack Stiller, Coordinator; Don Coford, Grading Coordinator; and Ken Weber, Dredging Engineer. Present for the Highway Division were Ken Limbocker and A. E. Johnson. Mr. Stiller presented us with two aerial photographs with areas of future airport and future dredging inked thereon as well as a centerline for I-205. He requested that we mark our proposed right of way on one copy and return to him. We presented to Mr. Stiller approximate quantities required, being the same as presented to Mr. George M. Baldwin by letter dated March 5 and signed by Mr. Forrest Cooper—namely, 1,000,000 cubic yards north of Marine Drive and 2,450,000 cubic yards south of Marine Drive. Mr. Stiller requested that we furnish him with back-up materials used to calculate these quantities, and we agreed to do so.

Mr. Stiller indicated that pumping of dredged material to the military area will start very shortly and that their tentative schedule provides for pumping south of Marine Drive along I-205 starting about January 1971. Dredging material north of Marine Drive is tentatively slated to start about August 1971. Mr. Stiller stated that they can put the material in place to specified slopes within our right of way, if acquired, or they could stockpile the material on property for future placing. He suggested that details of measurement and payment to the Port be determined and agreed on prior to dredging time. He also advised that the Port is installing settlement plates in the military area for measurement of settlement and will supply us the information determined from their work.

Mr. Stiller stated that on the islands proper they would prefer to dredge out prior to our pier construction as the building of piers would interfere with their dredging operations. He estimated that dredging for our fill south of Marine Drive will require three to four months' time. He indicated that the Port has approval of their airport plans from the FAA and a dredging permit from the Army Engineers and are proceeding with their plans for dredging and contemplate using up to three dredges at one time when dredging in the Government Island area in the river.

3-17-70
Barbee
Re circulation

Routing

1 Barbee
2 Hall
3 A. Olson
Campie
Terpenning
Swenson

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MAR 18 1970
DESIGN
DIVISION

Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

NOTED
F. B. KLABOE

SP 52475-734

Basically, the Port is requesting our proposed schedule of operations for

1. A hearing
2. Acquisition of right of way
3. Where will we want the material when their dredging operations commence.

They have requested that if we propose to place the material in a stockpile on leased land that their right of way personnel be contacted prior to any negotiation by us for a lease. If we are to stockpile material they would request that the stockpile area be as close as possible to Port property located adjacent to the present Marine Drive.

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:lh

cc: F. B. Klaboe ✓
D. J. Barbee
F. D. Morgan

RECEIVED
MAR 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

1 Hearing Line

2 First line used in design. Profile provided 17 feet clearance under approach surface and cleared Marine Drive for traffic.

3 Profile lowered to 5 feet over dike and Marine drive was carried off dike and under I-205.

4 Line by Versteeg moved easterly along centerline of approach surface approximately 700 feet from 2 and 3.

5 Line moved easterly along centerline of approach surface 1200 feet from 2 and 3.

6 Line moved easterly along centerline of approach surface 1500 feet from 2 and 3.

7 Line moved easterly to clear 100:1 slope from existing runway and provide 40 foot vertical clearance for small craft channel.

8 Line moved easterly to clear approach surface of 2500 foot runway extension and 48 foot vertical clearance for small craft channel. Hirsch May 17, 1967

9 Line moved easterly to clear approach surface of proposed runway. Present line.

NOTED
F. B. KLAUS

Sept. 20, 1966 Letter from Port of Portland by Baldwin to Cooper.

#3 move line 1500' easterly

Bottom of page 2. County road dept. would favorably consider rerouting Marine Drive along the foot of the levee in order to lower I-205 profile grade.

Oct. 19, 1966 Letter to Baldwin by Klaboe.
Proposes to await results of the FAA investigation before proceeding further with the matter of moving I-205 1500' easterly.

Oct 21, 1966 Letter from Port of Portland by Baldwin to Klaboe again requesting that I-205 be moved 1500' easterly

Nov. 11, 1966 Letter from Port of Portland by Baldwin to Fred Mcknight of FAA relative to shifting I-205 1500' easterly and lowering the grade. Also reference is made that this would place I-205 below a 100:1 slope referred to in Part 77.

May 17, 1967 Letter from Port of Portland by Harold Hirsch to Glenn Jackson proposing that I-205 be shifted 1200' easterly to allow for a runway extension of 2500' and a small craft channel clearance of 48'.

8905 FEB 2 1970

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

# Memoranaum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 28, 1970

In reply refer to: 08-35.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Section 4(f) of the Department of Transportation Act
Section 138, 1968 Federal-Aid Act

KLH.BOE

Enclosed is a copy of Mr. Swick's memorandum of January 21 and the memorandum dated November 19, 1969 from the Office of Secretary which may be of assistance in submitting proposals for actions involving park lands. Should it be necessary to seek approval of a highway project through park land area the enclosures will be of assistance until an IM is available.

In regard to the Columbia River crossing of Interstate 205 no additional information is required at this time.

Enclosures

1-30-70
REFERRED TO
J. Jones W. Ens.
BY ASST. STATE HWY. ENGR.

RECEIVED
JAN 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM FH-121 (5-60)
UNITED STATES GOVERNMENT

# *Memorandum*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

All RFHA, Region 1-9 (individually addressed)

TO : Mr. R. M. Phillips
Regional Federal Highway Administrator
Portland, Oregon

DATE:

In reply refer to: JAN 21 1970
34-30

FROM : E. H. Swick
Deputy Director of Public Roads
Washington, D.C.

SUBJECT: Section 4(f) of the Department of Transportation Act.

Approval authority for highway projects administered by the Bureau of Public Roads, including Secondary Road Plan projects, which require use of/or intrude upon the environment of lands within the meaning of those described in 4(f) has been retained by the Secretary of Transportation. We have been asked (see attached memorandum) to cooperate with the Office of the Secretary in establishing regular procedures for assembling and assimilating information to assure consistent application of the 4(f) provisions.

It is, therefore, necessary that all projects coming within the provisions of Section 4(f) receive the concurrence or approval of the Secretary of Transportation before the Bureau of Public Roads approves the highway location, right-of-way acquisition or construction whichever approval comes first following the date of this memorandum.

An IM will be prepared and distributed for use in processing 4(f) matters at an early date. In the meantime, three copies of correspondence, findings, enclosures and exhibits for those projects requiring action under the provision of 4(f) are to be forwarded through channels to the Director of the Bureau of Public Roads for coordination with the Office of the Secretary.

The findings should be addressed to the questions set forth in the attached memorandum.

In addition the following information, when available or essential to an understanding of the proposal, should be included:

description of the project including details of alternate locations and designs considered;

description of the lands, including size, available activities, average daily use and relationship to other local, regional, State, or National similarly used lands existing and planned;

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

maps and/or drawings clearly showing, and of adequate scale to show necessary details, the highway and 4(f) involvement, the highway location and typical design features and layout of the park, photographs, slides, etc.;

similar data, as appropriate, for alternative locations and designs and

the possibility of relocating the park including cost estimates and problems.

Please have the information in this memorandum passed on to your division engineers.

Attachment

UNITED STATES GOVERNMENT

# Memorandum

OFFICE OF THE SECRETARY

DATE: NOV 19 1969

In reply refer to:

SUBJECT: Implementation of Section 4(f)

FROM : General Counsel, TGC-1

TO : Heads of Operating Administrations

This office is currently in the process of formulating, in cooperation with the Office of the Assistant Secretary for Environment and Urban Systems, procedures to aid in the implementation of section 4(f) of the Department of Transportation Act. It is particularly important that there be a means by which the Department can systematically assemble an administrative record of Departmental determinations made pursuant to this important provision. Many decisions under section 4(f) are likely to be difficult and controversial, and it is essential, therefore, that they be based on a thorough consideration of all relevant information. Only through the establishment of regular procedures for assembling and assimilating this information can the Department be assured that its decisions are entirely consistent with the letter and spirit of the law.

Accordingly, we have determined that whenever it appears that a proposed "transportation program or project" requiring DOT approval may affect in any way "any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge," or "any land from an historic site," the operating administration within whose jurisdiction the project falls should, at the earliest possible date, assemble and submit to the Assistant Secretary for Environment and Urban Systems tentative findings of fact. They will then be reviewed by the Assistant Secretary, in consultation with this office, for the purpose of making a final recommendation to the Secretary.

The findings should be addressed to the following questions:

1. Does the project "require the use of" the protected area?

2. Is the area deemed to be "of national, State, or local significance as determined by the Federal, State, or local officials having jurisdiction thereof"?

3. Is there any "feasible" (i.e., technologically possible) alternative to the use of such land?

03357

4. If so, is the alternative "prudent"? (What additional costs would the alternative entail (expressed both in dollars and as a percent of the original project cost), and do the advantages inherent in the alternative warrant the additional expenditure?)

5. If there is no feasible and prudent alternative, does the project include "all possible planning to minimize harm" to the protected area? If not, what further planning should be undertaken?

Where possible, data submitted in response to these questions should be supported by appropriate documentation. Thus, for example, the information relating to question 2 should be supported by written submissions from Federal, State, and local agencies with jurisdiction over the area in question setting forth their views as to the significance of the area. Where cost estimates are furnished, their source should be documented, together with any conflicting estimates offered by other sources.

We will be glad to assist in the implementation of this procedure by providing further interpretations and advice as needed.

James A. Washington, Jr.

cc: Assistant Secretary for
Environment and Urban Systems

DISTRIBUTION:

Commandant, United States Coast Guard
Federal Aviation Administrator
Federal Highway Administrator
Federal Railroad Administrator
Urban Mass Transportation Administrator
Administrator, Saint Lawrence Seaway
Development Corporation

8905

RECEIVED
JAN 30 1970

January 28, 1970

Mr. Forrest Cooper, State Highway Engineer
~~Salem, Oregon~~

NOTED
R. L. PORTER

~~Dear Sir:~~

Re your letter January 2, it is my idea that abridge in the Willbridge area as a continuation of 5 would divert traffic from the present bridge so as to ease the pressure there.

I remember talking to a Federal road engineer here about continuation of 5 from Tigard north at the time 5 was planned through Portland, reminding him that it was my understanding that the plan of national highways for a national grid was not in keeping with such routing. His point was that a very heavy portion of 5 traffic had a local destination which justified that decision.

I have always thought that a continuation north from Tigard with an eventual juncture with 5 in the Hazeldale area would be in keeping with the national grid plan, with spurs off 5 into Portland at Barbur, Canyon Road and elsewhere where necessary. The same way West off 5. I offered that suggestion at the time. The Beaverton people came in later and got you to project that far and to Sunset, so I wasn't entirely wrong.

I have never been able to understand why 80 or 30 wasn't continued along Columbia River, Columbia Boulevard, from Troutdale. That, it seems, is a natural, both for connection with bridges north and for 30 west in the lower Willamette River area. Apart from the present discussion, I have never been able to understand why the Rainier-Clatskanie and the Bradley Park sections of 30 have not been constructed along the river, distance greater but much better for driving conditions. Original reason scenic, not now practical.

A corridor or connecting road from 5 starting in the Aurora area, keeping above the hills and avoiding the Oregon City bottleneck, then across country Carver Gresham ending up with 80 at Troutdale, with spurs off it at various points east and west, would provide the third side of the triangle encompassing Portland, all of which will keep out of Portland traffic that doesn't belong there. And, now that pollution is foremost, that is a factor.

All in all, roads should provide entry into Portland, not through Portland. With congestion becoming worse, 4:30PM clog on Marquam Bridge for instance, and pollution, that is important. It is too bad Portland is hard up and is unable to widen its main streets. Coming into Portland from east of 82nd on Glisan, Division, Stark is shocking and pitiful - alleys. The Highway Commission should help.

This letter permits me to "blow off steam". No reply is requested or expected. Just read it and throw it away. But remember you did change your plans for 5 into Portla nd from West Side to East Side and what an eyesore the Marquam Bridge is even though it carries an immense amount of traffic. So, keep your mind open.

I still think the Government Island site is a "hell of a place" for a bridge. Ever hear about "environment"?

N. J. Barbare

RECEIVED
JAN 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

8905

RECEIVED
DEC 5 - 1969
FOR FILING

January 2, 1970

8090

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
P. O. Box 300
Salem, Oregon 97308

Re: Navigational Channel Beam
Elevation and Grade
Line Diagram
I-205 Bridge
Columbia River

Dear Sir:

We have received the elevation and grade line tracings that were sent to you on November 23, 1969 for the purpose of illustrating that with a fixed grade line and a fixed structure depth, the vertical clearances cannot be revised except for an amount due to the change in grade.

As per your request of December 19, we are attaching one print each of the above-mentioned drawings.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

DOC:jf ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

# *Memorandum*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
**Bureau of Public Roads**
**Box 300**
**Salem OR 97308**

DATE: **December 19, 1969**

In reply refer to: **08-35.6**

TO : **Mr. Forrest Cooper, State Highway Engineer**
**Salem, Oregon**
**Attention: Mr. I. D. Merchant**

FROM **R. E. Simpson, Division Engineer**
**Salem, Oregon**

SUBJECT: **Oregon I-205-(-)**
**Columbia River Bridge**

We are returning the elevation in grade line tracings submitted to us for review of the Columbia River Bridge application to the U. S. Coast Guard. Please forward us a print of these tracings.

Merchant
RD

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM DEC 24 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
DEC 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

# STATE OF OREGON
# MICROFILMED PUBLIC RECORD

( IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070 )

| | |
|---|---|
| NAME OF AGENCY | OREGON DEPARTMENT OF TRANSPORTATION |
| TITLE OF RECORD SERIES | Construction Contracts |
| ARRANGEMENT OF RECORDS | by Contract Numbers |
| INDEX | |

**INDEXING BEGINS WITH:** 8894 Con- **ENDS WITH** 8905

**FLASH CARDS:** tinued from Reel 205

**REMARKS:** _____

| CAMERA: MAKE AND MODEL | FILM TYPE | REDUCTION RATIO | REEL NUMBER | PROJECT NUMBER |
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Joan Cokeley

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